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Wednesday, July 22, 2026
Ashadha 31, 1948 (Saka)

LOK SABHA DEBATES

(Original Version)

Eighth Session

(Eighteenth Lok Sabha)



(Vol. XVI contains Nos. 1 to 10)

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NEW DELHI

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No. 3, Wednesday, July 22, 2026/ Ashadha 31, 1948 (Saka)

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LOK SABHA DEBATES

LOK SABHA

Wednesday, July 22, 2026/ Ashadha 31, 1948 (Saka)

The Lok Sabha met at Eleven of the Clock.

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

… (व्यवधान)

11.01 hrs

At this stage, Adv. Dean Kuriakose, Shri Kalyan Banerjee, Shri A. Raja and some other hon. Members came and stood on the floor near the Table.

माननीय अध्यक्ष : माननीय सदस्यगण, अभी प्रश्न काल है। प्रश्न काल के अंदर सभी माननीय सदस्यों के जो प्रश्न होते हैं, उन पर माननीय सदस्यों को बोलने का अवसर दिया जाता है। यह महत्वपूर्ण है और सरकार की जिम्मेदारी भी होती है।

… (व्यवधान)

माननीय अध्यक्ष : मेरा आग्रह है कि प्रश्न काल के बाद, जिन विषयों पर आपने नोटिस दिया है, उन विषयों पर मैं चर्चा कराने को तैयार हूं। जितनी देर, जितने समय आप चर्चा करना चाहेंगे, उपयुक्त समय आपको चर्चा के लिए मिलेगा, लेकिन चर्चा प्रश्न काल के बाद ही होती है।

… (व्यवधान)

माननीय अध्यक्ष : माननीय सदस्यगण, अगर आप सदन में चर्चा करना चाहते हैं, तो आप नोटिस दीजिए। मैं प्रश्न काल के बाद आपको चर्चा करने की अनुमति प्रदान करने के लिए तैयार हूं।

… (व्यवधान)

माननीय अध्यक्ष : आप अगर सदन को नियोजित तरीके से नहीं चलाना चाहते हैं, सदन की मर्यादा को नहीं बनाए रखना चाहते हैं, तो सदन की कार्यवाही नहीं चलेगी।

… (व्यवधान)

WRITTEN ANSWERS TO QUESTIONS

(i) Starred Question Nos. 41 to 60*

IMPLEMENTATION OF INDIA SEMICONDUCTOR MISSION

***41. SHRIMATI KANIMOZHI KARUNANIDHI:**

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

(a) whether the Government is implementing the India Semiconductor Mission (ISM) to promote the establishment of semiconductor fabrication plants and allied manufacturing facilities in the country and if so, the details thereof;

(b) the details of semiconductor fabrication plants and related projects approved so far including their locations and State-wise distribution;

(c) whether it is a fact that despite Tamil Nadu being one of the leading hubs for electronics manufacturing and exports in the country, no major semiconductor fabrication plant has been allotted to the State;

(d) if so, the reasons therefor including the details of proposals if any, received from Tamil Nadu and rejected; and

(e) whether the Government proposes to extend additional support or incentives to encourage the setting up of semiconductor fabrication facilities in Tamil Nadu and if so, the details thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION

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

TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e): Inspired by the Hon'ble Prime Minister's vision of AtmaNirbhar Bharat, Government adopted structured and targeted policy initiatives for the development of electronics manufacturing across the entire value chain including semiconductors.

India's success in electronics manufacturing:

Since 2014, Government of India has undertaken series of initiatives to promote electronics manufacturing in the country. These include FDI reforms, tax reforms, labour reforms, Production Linked Incentive schemes, etc.

As a result, India now has emerged as one of the major electronics manufacturing ecosystems as seen below:

#	2014-15	2025-26	Remarks
Production of electronics goods (₹)	~1.9 Lakh Cr	~13.11 Lakh Cr	Increased 7 times
Export of electronics goods (₹)	~38 thousand Cr	~4.24 Lakh Cr	Increased 11 times
Production of mobile phones (₹)	~18 thousand Cr	~6.27 Lakh Cr	Increased 33 times
Export of mobile phones (₹)	~1500 Cr	~ 2.59 Lakh Cr	Increased 165 times

India now manufactures around 99.2% of the total mobile phones sold in the country. Mobile phones have emerged as the single largest exported item. Industry estimates that electronics manufacturing now provides employment to nearly 25 Lakh people.

Electronics Manufacturing:

Prime Minister Shri Narendra Modiji's vision has benefitted Tamil Nadu. Government of India has supported the setting up of many electronics manufacturing plants in Tamil Nadu as detailed below:

#	District	Number of plants
1	Chengalpattu	4
2	Chennai	6
3	Coimbatore	1
4	Kancheepuram	38
5	Krishnagiri	8
6	Thoothukudi	2
7	Tirunelveli	1
8	Tiruvallur	6
9	Vellore	1

Electronics Manufacturing Clusters (EMC):

Prime Minister Shri Narendra Modi ji has encouraged setting up manufacturing clusters in various sectors like electronics, textiles, defence, chemicals, etc. His vision was translated through the Electronics Manufacturing Cluster (EMC)

scheme in electronics sector.

Government has supported the following EMCs in the state of Tamil Nadu:

i. EMC at Manallur – Spread over an area of 474.3 acres, with a project cost of ₹587.47 crore.

ii. EMC at Pillapaikkam – Spread over an area of 379.3 acres, with a project cost of ₹424.55 crore.

Semicon India Programme:

The semiconductor industry is a foundational industry. All sectors of the economy such as industrial, consumer, defence, telecommunication and automotive etc depend on semiconductors. This sector offers transformative capabilities by driving technological innovation, economic growth, and strategic self-reliance.

Recognising the importance of Semiconductors, the Government launched Semicon India Programme in January 2022 for setting up of semiconductor fabs, display fabs semiconductor packaging and also for promotion of Indian designed chips.

Under Semicon India Programme, Government has approved 12 manufacturing projects spanning across 6 states namely Andhra Pradesh, Assam, Gujarat, Punjab, Odisha and Uttar Pradesh with total investment commitments of about ₹1.64 lakh crore. Out of these 12 projects, commercial production has already commenced from three plants.

Semicon India programme is designed to leave the choice of location with the investors. Investors evaluate the location based on various factors.

Government encourages distributed manufacturing. Because of this approach, semiconductor plants are today located in six states across the country.

Semiconductor design:

Semiconductor design plays a prominent role in defining the "architecture" of a chip to achieve a specific function or application. Since chip design is an extremely R & D, engineering, and IP intensive process, Government is providing financial as well as infrastructure support (including free access to Design tools) to Startups and MSMEs through Design Linked Incentive (DLI) Scheme within the Semicon India Programme.

Further, Twenty-four (24) semiconductor design projects have also been approved for financial support and 105 startups/MSMEs for Electronic Design Automation (EDA) tool support under DLI Scheme

Government of India has encouraged Semiconductor design projects in Tamil Nadu. The following companies are getting support from Government of India, as mentioned below:

#	Name	Location	Support
1	Aheesa Digital Innovations Pvt. Ltd.	Chennai	Grant and EDA tool
2	Mindgrove Technologies Pvt. Ltd.	Chennai	Grant and EDA tool
3	InCore Semiconductors Pvt. Ltd.	Chennai	Grant and EDA tool
4	MBit Wireless Pvt. Ltd.	Chennai	Grant and EDA tool
5	Struent Semiconductors Pvt. Ltd.	Chennai	EDA tool

6	PRSsemicon Technologies Pvt. Ltd.	Chennai	EDA tool
7	Sicrest Semiconductors Pvt. Ltd.	Coimbatore	EDA tool

Semiconductor talent development:

Realising the nature of this deep tech industry, Government of India is supporting the design talent development in 315 institutes across the country.

Government of India has supported talent development in following universities in Tamil Nadu:

#	Institute	Location
1.	Dr. Mahalingam College of Engineering and Technology, Coimbatore	Coimbatore
2.	SNS College of Technology, Coimbatore	Coimbatore
3.	National Institute of Technology Tiruchirappalli	Tiruchirappalli
4.	Indian Institute of Information Technology Tiruchirappalli	Tiruchirappalli
5.	Anna University Regional Campus Coimbatore	Coimbatore
6.	Mohamed Sathak Engineering College, Ramanathapuram	Ramanathapuram
7.	Karunya Institute of Technology and Sciences, Coimbatore	Coimbatore
8.	St. Xaviers Catholic College of Engineering, Kanya Kumari	Kanniyakumari
9.	College of Engineering Guindy, Anna University, Chennai	Chennai
10.	Indian Institute of Information Technology Design and Manufacturing Kancheepuram	Chengalpattu
11.	Indian Institute of Technology Madras	Chennai
12.	PSG College of Technology, Coimbatore	Coimbatore
13.	Vellore Institute of Technology (VIT), Vellore	Vellore
14.	Crescent Institute of Science and Technology, Chennai	Chengalpattu
15.	Vellore Institute of Technology (VIT), Chennai	Chengalpattu
16.	Madras Institute of Technology	Chengalpattu
17.	Kongu Engineering College, Perundurai, Tamil Nadu	Erode
18.	SASTRA Deemed University, Tamilnadu	Thanjavur

19.	SRM Institute of Science and Technology, Kattankulathur	Chengalpattu
20.	R.M.K College of Engineering and Technology, Tiruvallur	Tiruvallur
21.	Kalasalingam Academy of Research and Education, Tamilnadu	Virudhunagar
22.	Mohamed Sathak A J College of Engineering, Chennai	Chengalpattu
23.	SSN College of Engineering, Kalavakkam	Chengalpattu
24.	Easwari Engineering College, Chennai	Chennai
25.	Vel Tech, Chennai	Thiruvallur
26.	RMK Engineering College, Kavaraipettai	Thiruvallur
27.	SRM TRP Engineering College, Trichy	Tiruchirappalli
28.	Sri Eshwar College of Engineering, Coimbatore	Coimbatore
29.	SRM Institute of Science and Technology, Tiruchirappalli	Tiruchirappalli
30.	National Institute of Electronics And Information Technology Chennai	Chennai
31.	SRM Institute of Science and Technology, Chennai	Chennai
32.	Sri Sairam Engineering College, Chennai	Chengalpattu
33.	Chennai Institute of Technology, Chennai	Chengalpattu
34.	Thiagarajar College of Engineering, Madurai	Madurai
35.	J.N.N Institute of Engineering, Chennai	Tiruvallur
36.	Arunachala College of Engineering For Women, TamilNadu	Kanniyakumari
37.	Government College of Technology, Coimbatore	Coimbatore
38.	Sri Shakthi Institute of Engineering and Technology, Coimbatore	Coimbatore
39.	P.S.R. Engineering College, Sivakasi	Virudhunagar
40.	Rajalakshmi Engineering College, Thandalam, Chennai	Kancheepuram
41.	Rajalakshmi Institute of Technology, Chennai	Chennai
42.	Sona College of Technology, Salem	Salem
43.	Hindusthan College of Engineering and Technology, Coimbatore	Coimbatore
44.	K.S.Rangasamy College of Technology (Autonomous), Namakkal, Tamil Nadu	Namakkal
45.	Government College of Engineering, Erode	Erode
46.	Amrita School of Engineering, Amrita Vishwa Vidyapeetham, Coimbatore	Coimbatore
47.	PSG Institute of Technology and Applied Research, Coimbatore, Tamil Nadu	Coimbatore
48.	R.M.D. Engineering College, Kavaraipettai	Thiruvallur
49.	Saveetha Engineering College (Autonomous), Kancheepuram	Chengalpattu
50.	Coimbatore Institute of Engineering and Technology, Coimbatore	Coimbatore
51.	Karpagam Institute of Technology, Coimbatore	Coimbatore

52.	Karpagam College of Engineering (Autonomous), Coimbatore	Coimbatore
53.	Sri Venkateswara College of Engineering, Tamil Nadu	Chengalpattu
54.	Vel Tech Multi Tech Dr. Rangarajan Dr. Sakunthala Engineering College, Chennai	Thiruvallur
55.	St. Joseph's College of Engineering, Chennai	Chengalpattu
56.	Kamaraj College of Engineering and Technology, Madurai	Madurai
57.	Kumaraguru College of Technology, Coimbatore	Coimbatore
58.	Dhirajlal Gandhi College of Technology (Autonomous), Salem	Salem
59.	Velammal Institute of Technology, Thiruvallur	Thiruvallur
60.	Bannari Amman Institute of Technology, Erode, Tamil Nadu	Erode
61.	KIT-Kalaignarkarunanidhi Institute of Technology, Coimbatore	Coimbatore

Therefore, it is clearly evident that Government of India has strongly supported the development of electronics manufacturing and design ecosystem in Tamil Nadu.

REVIVAL OF MTNL

***42. SHRI ARVIND GANPAT SAWANT:**

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

(a) the details of financial and administrative measures taken by the Government for the revival of Mahanagar Telephone Nigam Limited (MTNL);

(b) the details of the amount sanctioned, released and spent so far under the revival package;

(c) the extent of improvement in the company's financial position as a result of these measures;

(d) the details of MTNL's revenue, profit/loss, total liabilities and total assets

during the last five years, year-wise; and

(e) whether the Government is considering implementing any new restructuring plan for MTNL in the near future and if so, the details thereof?

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

(a) Mahanagar Telephone Nigam Limited (MTNL), incorporated in 1986 to provide telecom services in Delhi and Mumbai, came under severe financial and competitive stress. Government has undertaken various financial and administrative measures for MTNL, including *inter alia*, restructuring of high cost debt of MTNL through raising of Sovereign Guarantee Bonds (SGB) of Rs. 24,071 crore, funding of Voluntary Retirement Scheme (VRS) of MTNL employees through budgetary support of Rs. 4,327 crore, financial support of Rs. 3,657.05 crore to MTNL for servicing of SGB interest payments, transfer of operational activities of MTNL to BSNL through a service agreement and monetisation of MTNL assets for payment of MTNL's liabilities.

(b) Sovereign Guarantee Bonds (SGB) of Rs. 24,071 crore have been raised and Rs. 4,327 crore sanctioned and released for VRS scheme.

(c) and (d) As a result of these measures, MTNL has remained EBITDA-positive since FY 2020-21, with EBITDA improving steadily since FY 2023-24 (Rs. 43 crore in FY 2023-24 to Rs. 195 crore in FY 2024-25 and Rs. 437 crore in FY 2025-26). The year-wise financial position is as under:

*(*Rs. *in crore)*

Financial Year	Total Income	Operating Income / EBITDA	Net Profit	Total Liabilities#	Total Assets
2021-22	1,696.90	295.87	-2,616.57	30,960.09	12,303.64
2022-23	1,474.02	160.04	-2,915.22	32,477.54	11,634.64
2023-24	1,301.48	43	-3,317.42	34,340.00	10,677.20
2024-25	1,307.02	195	-3,341.36	37,119.94	10,184.31
2025-26	1,468.81	437	-3,101.50	40,008.52	10,033.68

#Against total liabilities of approx. Rs. 40,000 crore, MTNL holds approx. Rs. 50,000 crore of non-core asset in market value terms.

(e) No, sir.

UNAUTHORISED BOOKING OF TATKAL TICKETS

***43. SHRI SHYAMKUMAR DAULAT BARVE:**

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

(a) whether the Government is aware that the Tatkal ticket booking system

remains highly ineffective for ordinary passengers as tickets get exhausted within minutes due to the use of software and nexus of brokers;

(b) if so, the number of unauthorized agents apprehended across railway zones during the last five years and current year along with the details of punitive actions taken against them; and

(c) the details of the concrete and detailed structural, technical and cybersecurity measures being implemented by the Government to permanently block automated booking bots and ensure a fair, transparent ticketing process for common citizens?

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

(a) to (c): The reservation ticket booking system of Indian Railways is a robust and highly secure system equipped with industry-standard, state-of-the-art cyber security controls. Indian Railways has taken the following measures to safeguard the system from cyber attacks and to prevent auto filling of forms by hacking tools for curbing frauds in tatkal ticketing booking through internet:

1. Aadhaar authentication to book tatkal tickets – A provision has been made to allow only Aadhaar authenticated passengers to book Tatkal tickets online. It helps in preventing the creation and operation of fake or unauthorized agent-controlled multiple user account by imposing a uniqueness constraint. This measure acts as an effective safeguard against account multiplication

and automated misuse, thereby ensuring fair allocation of tatkal tickets. It has enhanced transparency in the online tatkal booking system. To curb misuse and improve fairness in tatkal bookings, Aadhaar based One-Time Password (OTP) verification for online tatkal ticket booking has also been introduced on selected trains.

2. Application layer Security Control -- Several application level security controls have been implemented at multiple levels to avoid scripting, Brute-Force Attack and DDoS (Distributed Denial of Service) attacks. A number of security measures have also been applied for handling the OWASP (Open Web Application Security Project) for application security vulnerability.

To optimize system performance, Indian Railways has implemented a Content Delivery Network (CDN) to offload static content and reduce direct traffic on internet ticket booking website system. Further, Anti-bot solutions have been deployed to filter non-genuine users which help in mitigating suspicious attempts on the internet ticket booking website system to ensure smooth booking for genuine passengers.

In addition, multiple protective layers such as network firewalls, intrusion prevention systems, application delivery controllers and web application firewalls have been deployed to safeguard the system against cyber threats.

3. Network and Infrastructure Layer Security Controls – The entire ICT (Information and Communication Technology) infrastructure has been deployed on high availability mode to minimize failures.

The system is protected by industry-standard state-of-the-art and data centre

grade network along with security equipment consisting of network firewalls, network intrusion prevention system, application delivery controllers and web application firewalls.

The system is also protected from volume-based DDoS (Distributed Denial of Service) attacks with ISP (Internet Service Provider) layer, DDoS Detection and Mitigation Services through multiple ISPs with aggregated DDoS mitigation capacity of nearly 30 Gbps.

The enterprise level Content Delivery Network (CDN), anti-bot, secure DNS and Web Application Firewall (WAF) services for enhanced security, better customer experience, regulating web traffic load, resource optimisation and threat mitigation have been deployed.

For comprehensive cyber threat intelligence services, specialized agencies have been engaged to undertake Deep-Dark Web Monitoring, Digital Risk Protection and improve incident response.

4. Physical Security Controls – The system is hosted in a captive data centre facility Chanakyapuri, New Delhi secured with CCTV footage and restricted physical access. The facility is ISO 27001 (Information Security Management System) certified.

5. Security Audit and Monitoring -- The system is integrated with CERT-In TSAP (Threat and Situational Awareness Projects) for round the clock monitoring of security incidents and events.

Security log monitoring of the system is being done by on-premises security team for detection and mitigation of security incidents.

6. Administrative measures – Several anti-fraud measures have been adopted to prevent unauthorized access and to ensure seamless booking for genuine users.

- Rigorous revalidation and verification of user accounts have been done. About 3.04 crore suspicious user IDs have been deactivated and 6.22 crore have been placed under revalidation in the year 2025-26 and 2026-27 (till 30.06.2026).
- Regular security audits of the reservation system are carried out by CERT-In empanelled information Security Audit Agencies. Moreover, internet traffic related to the ticketing system is continuously monitored by CERT-In and the National Critical Information Infrastructure Protection Centre (NCIIPC) to detect and prevent cyber attacks.
- 530 complaints have been lodged on the National Cyber Crime Portal pertaining to suspicious bookings in the year 2025-26 and 2026-27 (till 30.06.2026).
- 13,343 suspicious email domains have been blocked in the year 2025-26 and 2026-27 (till 30.06.2026).

During the last five years i.e. 2021 to 2025 and 2026 up to June, 22,676 touts have been arrested by RPF (Railway Protection Force) and legal action has been taken under the relevant provisions of the Railways Act, 1989.

The details of spurious attempts denied to access the e-ticketing system during the last six months is as under:

June 2026	Out of 19.12 billion requests, 12.61 billion were bots. (65.95%)
May 2026	Out of 20.07 billion requests, 12.08 billion were bots. (60.18%)
April 2026	Out of 17.33 billion requests, 10.64 billion were bots. (61.39%)
March 2026	Out of 12.44 billion requests, 05.71 billion were bots. (45.90%)
February 2026	Out of 11.01 billion requests, 05.01 billion were bots. (45.50%)
January 2026	Out of 12.35 billion requests, 07.26 billion were bots. (58.78%)

Average for last six months: Out of 15.38 billion requests, 8.88 billion were bots(57.74%).

DELAYS IN THE IMPLEMENTATION OF MPLADS WORKS

***44. DR. DHARAMVIRA GANDHI:**

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

(a) whether the Government has prescribed timelines for the execution of works under the Members of Parliament Local Area Development Scheme (MPLADS) and if so, the details thereof;

(b) whether the Government monitors delays in the implementation of MPLADS works and utilisation of MPLADS funds by District Authorities and if so, the details thereof;

(c) the details of the action taken by the Government against District Authorities that fail to implement MPLADS works within the prescribed time, delay the utilisation of funds or fail to release payments without valid reasons;

(d) whether any District Collectors/Deputy Commissioners or implementing agencies have been issued warnings, show-cause notices, directions or any other administrative action during the last five years for poor implementation of MPLADS works and if so, the details thereof; and

(e) whether the Government proposes to introduce a time-bound accountability mechanism including periodic performance evaluation of District Authorities to ensure timely execution of MPLADS works and effective utilisation of public funds 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) As per Para 3.2.4 of the MPLADS Guidelines, 2023, the sanction/rejection in respect of all recommendations made by the Member of Parliament shall be issued by the Implementing District Authority within 45 days from the date of receipt of the recommendations to the Implementing District Authority.

As per para 3.2.6 of the MPLADS Guidelines, 2023, the period of operation of

model code of conduct notified by the Election Commission, as applicable to the jurisdiction of a particular Implementing District Authority, shall not be included in the reckoning of time limits as mentioned in para 3.2.4 of the MPLADS Guidelines, 2023.

As per Para 3.2.12 of the MPLADS Guidelines, 2023, the sanction letter issued by the Implementing District Authority shall stipulate a time limit for completion of the work by the Implementing Agency, which should generally not exceed one year. In exceptional cases, for instance in difficult/ hilly terrain, etc., where the implementation time is likely to exceed one-year, specific justification for the same shall be incorporated in the sanction letter.

(b) The Ministry regularly issues advisories to State Nodal Authorities and conducts monthly and quarterly review meetings with State/UT Governments and District Authorities to ensure timely sanction, execution, and completion of works strictly in accordance with the Scheme guidelines.

Further, with the operationalization of the MPLADS eSAKSHI portal for fund flow and project monitoring, real-time visibility of works has enhanced transparency and strengthened oversight of the Scheme Real-time work progress monitoring reports, including details of works pending for sanction beyond 45 days from the date of recommendation, works remaining incomplete after one year of sanction, and works where no payment has been made within three months of sanction, have been made available under State/District logins to facilitate focused monitoring and review at different administrative levels. Zonal workshops are also conducted periodically to

review progress, resolve bottlenecks, and improve implementation efficiency.

(c) and (d) As per the MPLADS Guidelines, the Implementing District Authority shall, before sanctioning any work, ensure that all requisite statutory and regulatory clearances have been obtained from the competent authorities, that the work conforms to the MPLADS Guidelines, and that a written undertaking has been obtained from the concerned User Agency confirming its willingness to bear the operation and maintenance costs of the proposed asset from its own resources.

As per Para 4.3.4 of the MPLADS Guidelines 2023, in case of material breach of MPLADS Guidelines by any individual/authority concerned, he/she shall become liable for disciplinary/penal action. The government of the State/UT concerned shall fix responsibility and take necessary disciplinary action against the erring/delinquent officials/implementing agencies/vendors etc. in all such cases of material breach and wilful non-compliance of MPLADS Guidelines.

However, it has been observed that delays in the issuance of administrative and technical sanctions for works recommended under the MPLAD Scheme are generally attributable to factors such as submission of incomplete proposals, local disputes, constraints relating to land availability or site feasibility, requirements of statutory clearances, and technical issues at the district level. As per the MPLADS Guidelines, the responsibility for timely scrutiny, sanction, and execution of works rests with the District Authorities.

Whenever instances of inordinate delay are brought to the notice of the

Ministry, the concerned State/UT Government and District Authority are requested to examine the matter and take appropriate administrative action against the responsible officials under the applicable service rules. They are also advised to strengthen internal monitoring and oversight mechanisms to ensure timely implementation of works recommended by Hon'ble Members of Parliament.

Further, the MPLAD Scheme transitioned from Model 2 to Model 1A (TSA Hybrid) from 1 April 2025. Under Model 1A, the PMU-CNA has opened an assignment account with the RBI, linked to the Central Nodal Agency (CNA) bank account. A consolidated daily fund demand based on bills raised in a day on the MPLADS- eSAKSHI is generated, which is pushed to Public Financial Management System (PFMS) for approval. Once approved, funds are transferred from the RBI assignment account to the CNA bank account and thereafter payment is made directly to vendors. This mechanism ensures a fully streamlined process with no parking of funds at any level.

(e) The Union Cabinet has approved the continuation of MPLAD Scheme for the period FY 2026-27 to FY 2030-31, coterminous with the period of 16th Finance Commission Cycle. The Ministry is introducing robust provisions in the revised Scheme Guidelines for a comprehensive monitoring framework to ensure effective implementation of the Scheme, with due adherence to the prescribed timelines, that include:

- Mandatory inspection of MPLADS works by all stakeholders, including the Central Nodal Agency, State Nodal Authorities, District Authorities,

and Implementing Agencies.

- Provision for joint inspections by Central and State Government officers.
- Inclusion of MPLADS works under the monitoring ambit of Central Prabhari Officers.
- Third-party evaluation of MPLADS works to assess quality, outcomes, and compliance.
- In addition, the MPLADS e-SAKSHI portal is being continuously enhanced with new functionalities to enable stakeholders to effectively monitor, review, and track the implementation of MPLADS works, thereby promoting greater transparency, accountability, and timely execution.

RAILWAY PROJECTS IN ANDHRA PRADESH

***45. SHRI Y S AVINASH REDDY:**

SHRI P V MIDHUN REDDY:

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

(a) the details of the status of thirty three (33) legacy railway projects in Andhra Pradesh including the details of the total expenditure incurred and the number of projects completed till May 2026;

(b) the details of the projects covered under Rs.9,470 crore railway allocation for Andhra Pradesh during the Financial Year 2024-25(announced by the Ministry in December 2025) along with respective allocations under the

classification of new lines or doubling projects or station redevelopment works; and

(c) the details of the current execution status of the Nadikudi-Srikalahasti new railway line including the total sanctioned cost, actual expenditure incurred to date, completed track length and the revised target date for 100 percent completion?

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

(a) to (c): **ANDHRA PRADESH:**

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

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

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

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	363 Km	73 Km per year

2014-26	1,759 Km	147 Km per year (2 times)

As on 01.04.2026, 42 projects (12 New Line and 30 Doubling), covering a total length of 4,768 Km length, costing ₹77,855 crore, falling fully/partly in Andhra Pradesh, have been sanctioned, out of which 1,465 Km length has been commissioned and an expenditure of ₹27,851 crore has been incurred upto March 2026. The status of the work is summarized as:

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

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 (Rs. in cr.)**
1	Nandyal-Yerraguntla New line (126 Km)	1,050
2	Jaggayyapeta-Janpahad New line (48 Km)	737
3	Obulavaripalle-Krishnapattnam New line (113 Km)	2,300

4	Vizianagaram-Kottavalsa 3rd Line (35 Km)	285
5	Raichur-Guntakal Doubling (81 Km)	388
6	Guntur-Tenali Doubling (24 Km)	205
7	Guntakal-Kalluru Doubling (41 Km)	410
8	Motumari-Byepass with overhead alignment (2 Km)	39
9	Yelahanka-Penukonda Doubling (123 Km)	1,104
10	Vijaywada-Narsapur, Gudivada-Machlipatnam and Bhimavaram-Nidadavolu Doubling with electrification (221 km)	4,688
11	Gooty-Dharmavaram Doubling (90 Km)	1,800
12	Penukonda-Dharmavaram Doubling (42 Km)	308

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

S.No.	Name of Project	Cost (Cr.)
1	Kotipalli-Narsapur New Line (57 Km)	2,120
2	Nadikude-Srikalahasti New Line (309 Km)	3,407
3	Rayadurg-Tumkur New Line (207 Km)	4,565
4	Malugur – Palasamudram New Line (18 Km)	342
5	Malkangiri-Bhadrachalam-Pandurangapuram New Line (174 Km)	3,592
6	Errupalem-Amravati-Namburu New Line(57 Km)	2,047
7	Vizianagram-Titlagarh 3rd line (265 Km)	6,996
8	Nergundi – Barang, Khurda Road – Vizianagaram 3rd line (385 Km)	4,963
9	Kottavalasa-Koraput Doubling (189 Km)	3,580
10	Kazipet-Vijaywada 3rd line (220 km)	3,315
11	Vijaywada- Gudur 3rd line (287 Km)	6,509
12	Guntakal - Guntur Doubling(401 Km)	4,692

S.No.	Name of Project	Cost (Cr.)
13	Guntur - Bibinagar Doubling (239 Km)	2,853
14	Mudkhed – Medchal, Mahbubnagar - Dhone Doubling (417 Km)	4,686
15	Motumari-Vishnupuram Doubling (89 Km)	1,596
16	Gudur-Renigunta 3rd Line(83 Km)	877
17	Tirupati-Katpadi Doubling (104 Km)	1,216
18	Rajahmundry- Visakhapatnam 3rd and 4th line (198 Km)	9,889
19	Guntakal-Wadi 3rd and 4th line (230 Km)	4,758

Nadikude - Srikalahasti (309 km) New Line project

- The work of Nadikude - Srikalahasti (309 km) New Line project has been sanctioned on cost sharing basis with Govt. of Andhra Pradesh at cost of ₹3,407 Crore and land is to be provided by the State Government free of cost. An expenditure of ₹2,384 crore has been incurred on the project.
- Total 2258 Ha land is required for the project, out of which, 1330 Ha has been acquired by the State Government and 929 Ha land acquisition is balance. Work has been taken up on the available land.
- Status of Project:

Section	Status
New Piduguralla to Savalyapuram (46 Km)	Commissioned

Gundlakamma to Kanigiri (79 Km)	Commissioned
Kanigiri to Venkatagiri (184 Km)	Land acquisition has been taken up by State Govt.

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.

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 and upgrade the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- Improvement of access to station and circulating areas

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

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

So far, 1,340 stations have been identified for development under this scheme, out of which 74 stations are located in Andhra Pradesh. The names of stations identified for development under Amrit Bharat Station Scheme in

Andhra Pradesh are as following:

State	No. of Stations	Name of Stations
Andhra Pradesh	74	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, Pithapuram, 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 Andhra Pradesh have been taken up at a good pace. Details of stations completed in Andhra Pradesh are as under:

State	No. of stations	Name of stations
Andhra Pradesh	08	Cumbum, Eluru, Kakinada Town Junction, Mangalagiri, Nidadavolu Junction, 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:

- **Tirupati station**: The works of new South side station building (G+3+Basement), structural works of new North side station building, two nos. air concourses, underground and overhead water tanks, sewage treatment plant, rainwater harvesting, ramp to foot over bridge, lifts and escalators have been completed. The finishing works of station building, connecting bridge, approach road and platform shelters have been taken up.
- **Nellore station:** The structural works of West and East side station building, waiting hall, structural work of air concourse and extension of subway have been completed. The finishing works of station building, sewage treatment plant, improvement of platform surface, platform shelters, lifts and escalators have been taken up.
- **Kurnool City station:** The works of platform extension, improvement of

platform surface platform shelter at platform no. 1 and 2/3 and improvement of Pay and Use toilet have been completed. The works of improvement of station building, entry/exit gate at main entry, booking office, improvement of circulating area parking and 12 m wide foot over bridge have been taken up.

- **Kuppam station:** The works of platform shelter, toilet and parking have been completed. The works of station building at main entry, station building at second entry, waiting hall, improvement of circulating area, approach road, lift, amenities for Divyangjan and 12 m wide foot over bridge have been taken up.

- **Hindupur station:** The works of improvement of waiting hall and Rail Main Service building have been completed. The works of improvement of station building at main entry, entrance porch at main entry, new station building at second entry, platform shelter, parking, toilets, improvement of circulating area, lift and 12 m wide foot over bridge have been taken up.

  Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. The priority for development / redevelopment / upgradation / modernisation of stations is accorded to the higher category of stations over lower category of stations, while sanctioning and executing the works.

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

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 ‘Customer Amenities’. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. Andhra Pradesh is covered under the jurisdiction of five railway zones, namely, East Coast Railway, Southern Railway, South Central Railway, South Coast Railway and South Western Railway. For these zones, an allocation of ₹ 12,774 crore has been made for the last three financial years and the current financial year, out of which an expenditure (up to June, 2026) of ₹10,641 crore has been incurred so far.

MANDATED STANDARD PACK SIZES FOR MAJOR EDIBLE OILS UNDER THE LEGAL METROLOGY FRAMEWORK

***46. SHRIMATI SUPRIYA SULE:**

SHRI DHAIRYASHEEL RAJSINH MOHITE PATIL:

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

(a) whether the Government has mandated standard pack sizes for major edible oils under the Legal Metrology framework and provided manufacturers, packers and importers a three-month period for compliance and if so, the details thereof;

(b) whether the Government is aware that the proliferation of irregular pack sizes had caused difficulties for consumers in Maharashtra especially in Amravati in comparing prices and led to confusion among buyers and if so, the details thereof;

(c) the details of the standard pack sizes prescribed for major edible oils and the mechanism put in place to ensure compliance by manufacturers, packers and importers operating in Maharashtra;

(d) the measures taken to monitor violations, prevent misleading packaging practices and protect consumers in the State; and

(e) whether the Government proposes to conduct awareness campaigns and strengthen enforcement through Legal Metrology authorities in Maharashtra and if so, the details thereof?

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC

DISTRIBUTION; AND MINISTER OF NEW AND RENEWABLE ENERGY (SHRI PRALHAD JOSHI):

(a) to (e) : The Department of Consumer Affairs after examining representations and suggestions received from stakeholders and industry associations and with a view to promoting consumer clarity, transparency and ease of price comparison, vide letter dated 05.06.2026 has prescribed standard pack sizes for major edible oils namely palm oil or palmolein, soybean oil, sunflower oil, mustard/ rapeseed oil, groundnut oil, sesame oil, rice bran oil, cottonseed oil, corn oil and their blends, as follows:

S. No.	Package Size	Applicability
(a)	Below 200 g or 200 ml	No restriction
(b)	200 g, 500 g, 1 kg, 2 kg, 3 kg, 4 kg, 5 kg, 15 kg, 20 kg. If net quantity is declared by volume then 200 ml, 500 ml, 1 litre, 2 litre, 3 litre, 4 litre, 5 litre, 15 litre, 20 litre and the net quantity must be declared by weight also in the same size of letters/ numerals.	Standard packaging applicable

Minor edible oils (other than those mentioned above) have been exempted from the standard pack size requirement.

To facilitate Ease of Doing Business and bringing greater uniformity in package sizes, the Department has prescribed standard pack sizes for edible oils and provided a transition period of three months from the date of issue of

the amendment for manufacturers, packers and importers to comply with the revised provisions. However, such packages including those mentioned above, shall continue to comply with applicable provisions relating to declaration of Unit Sale Price (USP) under the Legal Metrology (Packaged Commodities) Rules, 2011.

The Controllers of Legal Metrology Department of all States/ UTs including Maharashtra have been directed to ensure effective implementation of the provisions pertaining to standard pack sizes.

The provision of declaration of unit sale price on the existing packages of the edible oils remain mandatory thereby enabling consumers to make an informed choice by making comparison of unit sale prices among the products. However, as informed by Government of Maharashtra, no complaint regarding irregular pack sizes in Amravati region of Maharashtra has been received.

The enforcement of the provisions of the Legal Metrology Act, 2009 and the rules made there under rests with the State Legal Metrology Departments. Therefore, the provisions of the Legal Metrology Act, 2009 and the Legal Metrology (Packaged Commodities) Rules, 2011 are enforced by the Legal Metrology authorities of the States and Union Territories through inspections and other enforcement measures.

In case of any misleading/ deceptive packs found, the State Legal Metrology Departments are empowered to take appropriate action as per Rule 23 of the Legal Metrology (Packaged Commodities) Rules, 2011, which provides that if a package's declared quantity is correct but the package is

designed in a way that misleads consumers into thinking it contains more than it actually does, the State Legal Metrology Department can direct the manufacturer or packer to repack and re-label it properly, failing which the packages may be seized and appropriate penal provision for violation of provision of Legal Metrology Act/ Rules may be initiated.

The State Government of Maharashtra has informed that the State Legal Metrology Organisation undertakes regular market inspection, surveillance activities, surprise checks and verification of packaged commodities to monitor violations and prevent misleading packaging practices.

The State Government of Maharashtra has further informed that on World Consumer Rights Day and National Consumer Day and on different festivals/occasions rigorous campaign/canvasing regarding the consumers rights and the provision of Legal Metrology are carried out by the Legal Metrology Department of Maharashtra State. The Government has created awareness among consumers and stakeholders regarding the prescribed standard pack sizes and declaration requirements through public awareness programmes, and interaction with trade associations. The awareness are carried out through different platforms like social media, news, press note, etc. Enforcement activities through Legal Metrology authorities in Maharashtra shall continue to be strengthened through regular inspections, capacity building of field officers and intensified market surveillance for effective implementation of the said advisory.

STUDY ON POTENTIAL OF AGRIVOLTAICS

***47 SHRI DAGGUMALLA PRASADA RAO**

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

(a) the total installed capacity of solar power plants in the country during the last five years, category-wise (ground-mounted, rooftop, agrivoltaics), State and district-wise for Andhra Pradesh;

(b) whether the Government has studied the potential of innovative models like agrivoltaics to improve land-use efficiency and if so, the details of findings thereof;

(c) whether the Government has developed or intends to develop official definitions and standards for agrivoltaics and integrated solar systems and if so, the details thereof; and

(d) whether the Government proposes to launch a national-level research or deployment programme for agrivoltaics and if so, the details of funding, implementation timelines and expected outcomes particularly for high-potential States like Andhra Pradesh?

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

(a) to (d) The details of the total installed capacity of solar power projects in the country, including Andhra Pradesh, during the last five years are given at **STATEMENT-I**. The district-wise details of installed solar capacity in the State of Andhra Pradesh are given at **STATEMENT-II**.

The National Institute of Solar Energy (NISE), in collaboration with the Indian Council of Agricultural Research (ICAR)–Indian Agricultural Research Institute (IARI), has established a Centre of Excellence (CoE) on Agrivoltaics for undertaking research, demonstration and capacity-building activities relating to agrivoltaics. The CoE has undertaken pilot activities in agrivoltaics, including installation of a 100 kW agrivoltaic system at ICAR-IARI. Similar 37 number of pilots are also established by different research institutes, agriculture universities and other private stakeholders throughout the country.

Studies undertaken by third-party institutions, including The Energy and Resources Institute (TERI), have estimated theoretical agrivoltaic potential in the range of 1,192 GW to 2,129 GW. These estimates represent only a theoretical potential and are subject to factors such as land suitability, cropping patterns, climatic conditions, technical configuration and other site-specific considerations.

NISE and ICAR have been engaged for studies relating to agrivoltaics, including assessment of the suitability of different crops under agrivoltaic systems across different agro-climatic conditions.

The Bureau of Indian Standards (BIS) has constituted the Agricultural Systems and Management Sectional Committee (FAD 22) for development of standards relating to the Agrivoltaics Farming Production System. An initial draft covering, inter alia, definitions, technical aspects of agrivoltaic systems and crop suitability has been prepared by the concerned Working Group. The Ministry has also constituted an Expert Committee for development of a

Handbook on agrivoltaics in India.

Under Component A of PM KUSUM scheme it is allowed to set up decentralized ground mounted grid connected solar power plants in stilt fashion as Agrivoltaics, by the farmers on their land.

Currently no proposal has been received for installation of Agrivoltaics plant under Component A of the scheme from the state of Andhra Pradesh.

STATEMENT-I

State and category wise breakup of the solar capacity added in the country in the FY 2025-26

State wise Commissioning of Solar Projects						
Sr. No.	**State/UT**	**Capacity added**				
		Ground	**Rooftop**	**Solar (Hy)**	**Off Grid**	**Total**
1	Andhra Pradesh	1391.69	483.70	249.42		2124.81
2	Arunachal Pradesh				0.59	0.59
3	Assam	90.26	283.10		0.27	373.63
4	Bihar		107.00			107.00
5	Chhattisgarh	405.51	60.20			465.71
6	Goa	6.56	18.50			25.06
7	Gujarat	8491.75	1776.60	459.93	77.98	10806.26
8	Haryana	0.96	359.80		182.65	543.41
9	Himachal Pradesh	111.96	42.07			154.03
10	Jammu and Kashmir				4.99	4.99
11	Jharkhand		1.86		53.67	55.53
12	Karnataka	992.98	146.20	277.85	4.95	1421.98
13	Kerala	17.05	659.60			676.65
14	Ladakh		3.20		1.02	4.22
15	Madhya Pradesh	486.94	380.00			866.94

16	Maharashtra	6176.60	2144.10		614.20	8934.90
17	Manipur		3.49		0.24	3.73
18	Meghalaya					
19	Mizoram		3.30			3.30
20	Nagaland				0.17	0.17
21	Odisha	150.52	86.20		22.28	259.00
22	Punjab	0.50	127.40		35.61	163.51
23	Rajasthan	12140.73	574.60		10.82	12726.15
24	Sikkim					
25	Tamil Nadu	2821.85	600.10		4.15	3426.10
26	Telangana		223.00			223.00
27	Tripura	1.99	7.40		4.91	14.30
28	Uttar Pradesh	330.89	393.40		34.79	759.08
29	Uttarakhand	242.65			2.17	244.82
30	West Bengal					
31	Andaman and Nicobar		2.21			2.21
32	Chandigarh					
33	DD and DNH		86.78			86.78
34	Delhi		107.80			107.80
35	Lakshadweep		1.60			1.60
36	Puducherry		27.00			27.00

37	Other-NABARD					
Total		**33861.38**	**8710.21**	**987.20**	**1055.46**	**44614.25**

State and category wise breakup of the solar capacity added in the country in the FY 2024-25

State wise Commissioning of Solar Projects						
Sr. No.	**State/UT**	**Capacity added**				
		Ground	**Rooftop**	**Solar (Hy)**	**Off Grid**	**Total**
1	Andhra Pradesh	692.34	92.68			785.02
2	Arunachal Pradesh		2.34		0.72	3.06
3	Assam	21.00	19.36			40.36
4	Bihar	50.00	39.11			89.11
5	Chhattisgarh	100.95	31.70		2.00	134.65
6	Goa	1.00	11.59		0.37	12.96
7	Gujarat	3045.52	1649.30	222.54	34.41	4951.77
8	Haryana	1.00	237.83		350.42	589.25
9	Himachal Pradesh	103.20	5.32		0.52	109.03
10	Jammu and Kashmir		4.54		4.51	9.05
11	Jharkhand		1.17		36.30	37.47
12	Karnataka	942.33	102.80	81.00	8.85	1134.97

13	Kerala	0.42	515.55		0.18	516.15
14	Ladakh					
15	Madhya Pradesh	952.91	167.03		3.00	1122.94
16	Maharashtra	2146.23	1226.65		1064.72	4437.60
17	Manipur		0.75			0.75
18	Meghalaya				0.03	0.03
19	Mizoram		0.04		0.04	0.08
20	Nagaland					
21	Odisha	92.84	21.88		14.09	128.81
22	Punjab		97.15		0.01	97.16
23	Rajasthan	6431.15	361.55		146.20	6938.90
24	Sikkim	0.52				0.52
25	Tamil Nadu	1604.61	333.04		4.55	1942.20
26	Telangana		83.94			83.94
27	Tripura	0.10	0.02		2.66	2.78
28	Uttar Pradesh	281.99	56.80		104.95	443.74
29	Uttarakhand		11.00		6.54	17.54
30	West Bengal	126.55				126.55
31	Andaman and Nicobar					
32	Chandigarh		13.33			13.33
33	DD and DNH	1.66				1.66

34	Delhi		56.89			56.89
35	Lakshadweep					
36	Puducherry	0.15	4.45			4.60
37	Other-NABARD					
Total		**16596.43**	**5147.81**	**303.54**	**1785.09**	**23832.87**

State and category wise breakup of the solar capacity added in the country in the FY 2023-24

State wise Commissioning of Solar Projects						
Sr. No.	**State/UT**	**Capacity added**				
		Ground	**Rooftop**	**Solar (Hy)**	**Off Grid**	**Total**
1	Andhra Pradesh	21.85	28.94			50.79
2	Arunachal Pradesh				0.15	0.15
3	Assam		8.26		0.00	8.26
4	Bihar	5.00	41.34			46.34
5	Chhattisgarh	240.78	20.79		2.00	263.57
6	Goa		15.99		1.00	16.99
7	Gujarat	2857.39	963.79	462.82	6.31	4290.31
8	Haryana		161.33		285.23	446.56
9	Himachal Pradesh	3.75			3.99	7.74
10	Jammu and		15.06		0.94	16.00

	Kashmir					
11	Jharkhand	1.95	53.54		1.07	56.56
12	Karnataka	303.27				303.27
13	Kerala	22.94	234.66		3.75	261.35
14	Ladakh					
15	Madhya Pradesh	1091.31	88.85		13.13	1193.29
16	Maharashtra	839.33	582.79		104.65	1526.77
17	Manipur	0.60			0.16	0.76
18	Meghalaya				0.09	0.09
19	Mizoram	1.90	0.40			2.30
20	Nagaland				0.13	0.13
21	Odisha	15.60	26.56		0.30	42.46
22	Punjab	54.52	101.99		0.50	157.01
23	Rajasthan	3528.25	267.26	401.00	95.38	4291.89
24	Sikkim		2.36			2.36
25	Tamil Nadu	1260.76	213.09		1.10	1474.95
26	Telangana		92.13			92.13
27	Tripura				0.86	0.86
28	Uttar Pradesh	360.96			44.15	405.11
29	Uttarakhand					
30	West Bengal		14.09			14.09
31	Andaman and					

	Nicobar					
32	Chandigarh		6.83			6.83
33	DD and DNH					
34	Delhi	0.88	37.37			38.25
35	Lakshadweep	1.70				1.70
36	Puducherry	0.08	14.30			14.38
37	Other-NABARD					
	Total	**10612.82**	**2991.72**	**863.82**	**564.90**	**15033.26**

State and category wise breakup of the solar capacity added in the country in the FY 2022-23

Sr. No.	State/UT	Capacity added				
		Ground	Rooftop	Solar (Hy)	Off Grid	Total
1	Andhra Pradesh	127.38	20.05			147.43
2	Arunachal Pradesh				0.41	0.41
3	Assam	29.97			0.01	29.98
4	Bihar	2.13			0.13	2.25
5	Chhattisgarh	218.55	18.21		193.98	430.74
6	Goa		6.54			6.54
7	Gujarat	1246.35	686.78	128.14	13.27	2074.53
8	Haryana		31.94		86.59	118.53

9	Himachal Pradesh	4.95			6.38	11.33
10	Jammu and Kashmir		0.60		1.91	2.51
11	Jharkhand		3.12		13.93	17.05
12	Karnataka	403.94	246.66			650.60
13	Kerala	131.95	265.90		0.41	398.26
14	Ladakh					
15	Madhya Pradesh		79.93		4.26	84.19
16	Maharashtra	1362.90	546.71		182.27	2091.88
17	Manipur				0.03	0.03
18	Meghalaya					
19	Mizoram	20.00	0.11			20.11
20	Nagaland					
21	Odisha				1.93	1.93
22	Punjab	3.17	32.15		31.87	67.19
23	Rajasthan	3360.48	138.56	750.60	241.19	4490.83
24	Sikkim					
25	Tamil Nadu	1606.08	52.46		10.71	1669.25
26	Telangana	82.52	63.03			145.55
27	Tripura		0.37		2.34	2.71
28	Uttar Pradesh	223.00	6.32		41.47	270.79
29	Uttarakhand				1.99	1.99

30	West Bengal	13.80			0.18	13.98
31	Andaman and Nicobar	0.42				0.42
32	Chandigarh		3.52			3.52
33	DD and DNH		0.29			0.29
34	Delhi		7.14			7.14
35	Lakshadweep					
36	Puducherry		21.84			21.84
37	Other-NABARD					
Total		**8837.58**	**2232.23**	**878.74**	**835.27**	**12783.81**

State and category wise breakup of the solar capacity added in the country in the FY 2021-22

State wise Commissioning of Solar Projects						
Sr. No.	**State/UT**	**Capacity added**				
		Ground	**Rooftop**	**Solar (Hy)**	**Off Grid**	**Total**
1	Andhra Pradesh	84.55	10.87		88.34	183.76
2	Arunachal Pradesh				5.62	5.62
3	Assam	64.36	1.16		9.43	74.95
4	Bihar		9.97		21.15	31.12
5	Chhattisgarh	65.99	6.86		192.75	265.6

6	Goa		12.39		0.12	12.51
7	Gujarat	1908.5	799.68		41.03	2749.21
8	Haryana	135	120.37		247.43	502.8
9	Himachal Pradesh	9.15	0.58		23.7	33.43
10	Jammu and Kashmir		9.76		22.44	32.2
11	Jharkhand		2.2		34.53	36.73
12	Karnataka	121.51	83.82		30.31	235.64
13	Kerala	17.9	67.69		20.59	106.18
14	Ladakh		1.8			1.8
15	Madhya Pradesh	72.71	100.38		81.64	254.73
16	Maharashtra	4	294.32		42.73	341.05
17	Manipur				5.89	5.89
18	Meghalaya		0.09		3.94	4.03
19	Mizoram		0.02		6.35	6.37
20	Nagaland				2.04	2.04
21	Odisha	20	3.5		26.02	49.52
22	Punjab		91.59		48.98	140.57
23	Rajasthan	5351.77	329.44	828.4	322.68	6832.29
24	Sikkim		2.69		1.92	4.61
25	Tamil Nadu	529.38	8.55		54.04	591.97
26	Telangana	493.7	64.95		8.71	567.36

27	Tripura				5.48	5.48
28	Uttar Pradesh	396.25	1.53		134.15	531.93
29	Uttarakhand	43.62	149.08		12.43	205.13
30	West Bengal		3.2		12.96	16.16
31	Andaman and Nicobar				0.27	0.27
32	Chandigarh		9.2		0.81	10.01
33	DD and DNH		0.17			0.17
34	Delhi		16.69		1.46	18.15
35	Lakshadweep				2.52	2.52
36	Puducherry	0.78	3.41		0.18	4.37
37	Other-NABARD				45.01	45.01
Total		**9319.17**	**2205.96**	**828.40**	**1557.65**	**13911.18**

STATEMENT-II

District wise details installed solar capacity in the State of Andhra Pradesh

Sr.No.	District	Capacity (MW)
1	Anakapalli	1.4
2	Ananthapuramu	1356.5
3	Annamayya	20

4	Chittoor	231
5	East Godavari	8
6	Eluru	1.2
7	Guntur	10.6
8	Konaseema	5
9	Krishna	13.4
10	Kurnool	1262.9
11	Nandyala	1177.2
12	NTR	1
13	Palnadu	48.2
14	Prakasam	30.4
15	SPSR Nellore	54.5
16	Sri Satya Sai	579
17	Srikakulam	38.9
18	Tirupati	22.8
19	Visakhapatnam	49
20	Vizianagaram	27.1
21	West Godavari	14.6
22	YSR Kadapa	1833.9
23	YSR Kadapa and Nandyala	300
	Total	**7086.6**

उपभोक्ता विवाद निवारण आयोग

***48. श्री अजय कुमार मंडल:**

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

(क) बिहार में उपभोक्ता विवाद निवारण आयोगों (राज्य आयोग और जिला आयोगों) की कुल स्वीकृत संख्या कितनी है और वर्तमान में कितने आयोग कार्यशील हैं;

(ख) उक्त आयोगों में अध्यक्षों, सदस्यों और अन्य कर्मचारियों के लिए स्वीकृत पदों की संख्या और वर्तमान में रिक्त पदों की संख्या का ब्यौरा क्या है;

(ग) क्या बिहार के विभिन्न जिला उपभोक्ता आयोगों में जनशक्ति की कमी के कारण मामलों के निपटान में विलंब हो रहा है;

(घ) यदि हां, तो सरकार द्वारा रिक्त पदों को भरने के लिए अब तक क्या कदम उठाए गए हैं और उन्हें भरने की अनंतिम समय-सीमा क्या है; और

(ङ) भागलपुर लोकसभा निर्वाचन क्षेत्र के अंतर्गत कार्यरत जिला उपभोक्ता विवाद निवारण आयोग की वर्तमान स्थिति संबंधी रिपोर्ट क्या है और लंबित मामलों तथा विगत तीन वर्षों के दौरान निपटाए गए मामलों की संख्या कितनी है और रिक्त पदों का ब्यौरा क्या है?

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

(क) से (ङ): उपभोक्ता मामले विभाग ने वैश्वीकरण, तकनीकी प्रगति और ई-कॉमर्स से उत्पन्न होने वाली नई चुनौतियों से प्रभावी ढंग से निपटने के लिए उपभोक्ता संरक्षण अधिनियम, 2019 के माध्यम से उपभोक्ता संरक्षण ढांचे को सुदृढ़ किया है।

उपभोक्ता संरक्षण अधिनियम, 2019 में जिला, राज्य और केंद्र स्तर पर त्रि स्तरीय अर्ध-न्यायिक तंत्र का प्रावधान है, जिसे उपभोक्ताओं के अधिकारों की सुरक्षा और अनुचित व्यापार प्रथाओं से संबंधित विवादों सहित उपभोक्ता विवादों का सरल और त्वरित निवारण प्रदान करने के लिए आम तौर पर "उपभोक्ता आयोग" के रूप में जाना जाता है। बिहार राज्य में, 1 राज्य उपभोक्ता

विवाद निवारण आयोग और 38 ज़िला उपभोक्ता विवाद निवारण आयोग, प्रत्येक ज़िले के लिए एक, गठित किए गए हैं। वर्तमान में, ये सभी आयोग कार्यशील हैं।

उपभोक्ता संरक्षण अधिनियम, 2019 के प्रावधानों के तहत, राज्य आयोगों और जिला आयोगों में अध्यक्ष और सदस्यों के रिक्त पदों को भरना राज्य सरकारों की जिम्मेदारी है। इसके अलावा, उपभोक्ता संरक्षण (राज्य आयोग और जिला आयोग के अध्यक्ष और सदस्यों की नियुक्ति के लिए अर्हता, भर्ती की पद्धति, नियुक्ति की प्रक्रिया, कार्यकाल, पद से त्यागपत्र और हटाना) नियम, 2020 के नियम 6(4) के अनुसार, नियुक्ति की प्रक्रिया राज्य सरकार द्वारा रिक्ति उत्पन्न होने से कम से कम 6 महीने पहले शुरू की जाती है। साथ ही, राज्य आयोगों और जिला आयोगों के लिए कर्मचारियों की व्यवस्था करना राज्य सरकारों की जिम्मेदारी है।

उपभोक्ता संरक्षण अधिनियम, 2019 की धारा 32 के अनुसार, यदि किसी भी समय जिला आयोग के अध्यक्ष या सदस्य का पद रिक्त होता है, तो राज्य सरकार अधिसूचना द्वारा निदेश-

क) उस अधिसूचना में निर्दिष्ट किसी अन्य जिला आयोग को उस जिले के संबंध में भी अधिकार क्षेत्र का प्रयोग करने; या

ख) उस अधिसूचना में विनिर्दिष्ट किसी अन्य जिला आयोग के अध्यक्ष या सदस्य को उस जिला आयोग के अध्यक्ष या सदस्य की शक्तियों का प्रयोग करने और कार्यों का निर्वहन करने का निदेश दे सकती है।

इसके अलावा, बिहार राज्य सरकार ने अध्यक्ष और सदस्य के पदों पर नियुक्ति के लिए बिहार लोक सेवा आयोग के माध्यम से एक परीक्षा आयोजित की, हालांकि, दिनांक 21 मई, 2025 को सिविल अपील संख्या 9982/2024 में माननीय सर्वोच्च न्यायालय द्वारा पारित आदेश के आलोक में परिणामों की घोषणा पर रोक लगा दी गई है। इसके परिणामस्वरूप, भारत सरकार ने माननीय सर्वोच्च न्यायालय के समक्ष दिनांक 02.09.2025 को एक हलफनामा, दिनांक 15.10.2025 को एक विविध आवेदन (15.01.2026 को पुनः दायर) और दिनांक 16.02.2026 को एक समीक्षा याचिका दायर की है। मामला वर्तमान में माननीय सर्वोच्च न्यायालय के समक्ष

विचाराधीन है।

बिहार के राज्य और ज़िला उपभोक्ता विवाद निवारण आयोगों में अध्यक्षों और सदस्यों की स्वीकृत संख्या और रिक्तियों का ब्योरा **विवरण** में दिया गया है। बिहार के राज्य उपभोक्ता विवाद निवारण आयोग (एससीडीआरसी) में, सहायक कर्मचारियों के 34 स्वीकृत पदों में से 16 पद भरे हुए हैं। बिहार के सभी डीसीडीआरसी, राज्य के अन्य डीसीडीआरसी के अध्यक्षों को अतिरिक्त प्रभार देने की व्यवस्था के माध्यम से काम कर रहे हैं।

विभाग ने 1 जनवरी, 2025 को "ई-जागृति" पोर्टल लॉन्च किया, जिसका उद्देश्य आर्टिफिशियल इंटेलिजेंस / मशीन लर्निंग इंटीग्रेशन और फेसलेस ऑनबोर्डिंग और रोल आधारित डैशबोर्ड जैसी आधुनिक सुविधाओं के माध्यम से उपभोक्ता शिकायत निवारण को बढ़ाना है। यह मौजूदा सभी ऐप्लिकेशन (ओसीएमएस, ई-दाखिल, एनसीडीआरसी सीएमएस, कॉन्फोनेट) को एकल, स्केलेबल प्लेटफ़ॉर्म में एकीकृत करता है, जिससे उपयोगकर्ता बहुभाषी समर्थन के साथ कहीं से भी बिना किसी बाधा के शिकायत दर्ज कर सकते हैं। पोर्टल उपभोक्ताओं को ऑनलाइन शिकायत दर्ज करने, दस्तावेजों का डिजिटल सबमिशन, शुल्क का ऑनलाइन भुगतान करने और वर्चुअल कोर्टरूम की सुविधा के साथ निवारण प्राप्त करने के लिए एक सुविधाजनक, पारदर्शी और कुशल साधन प्रदान करने के लिए डिज़ाइन किया गया है, जिससे मामलों की दूरस्थ सुनवाई हो सके और भौतिक अवसंरचना पर निर्भरता कम करते हुए त्वरित निपटान सुनिश्चित हो सके। ये सुविधाएँ भौगोलिक बाधाओं, शेड्यूलिंग संघर्षों और मैन्युअल हस्तक्षेप जैसी अड़चनों को दूर करती हैं।

ई-जागृति ने भौतिक कार्यवाही पर निर्भरता कम की है और न्याय प्रदायगी की प्रक्रिया को तेज़ किया है। इसके अलावा, वीडियो कॉन्फ्रेंसिंग मोड के माध्यम से सुनवाई करने के लिए वीसी उपकरण, राष्ट्रीय उपभोक्ता विवाद प्रतितोष आयोग (एनसीडीआरसी) की 10 पीठों और राज्य उपभोक्ता विवाद प्रतितोष आयोगों (एससीडीआरसी) की 35 पीठों में संस्थापित किए गए हैं और उन्हें कार्यकारी कर दिया गया है।

ई-जागृति के लॉन्च के बाद, बिहार राज्य के उपभोक्ता आयोगों में वर्ष 2025 में 3,281 मामले दर्ज किए गए और 3,295 मामलों का निपटान किया गया, जिससे निपटान दर 100.43% रही, जबकि वर्ष 2024 में यह 95.97% थी। यह दर्शाता है कि उपभोक्ता आयोगों ने इस अवधि के दौरान दर्ज किए गए मामलों की तुलना में अधिक मामलों का निपटान किया, जिससे लंबित मामलों में काफी कमी आई।

जिला उपभोक्ता विवाद निवारण आयोग (डीसीडीआरसी), भागलपुर, भागलपुर लोकसभा निर्वाचन क्षेत्र के अंतर्गत आता है। डीसीडीआरसी, भागलपुर में एक अध्यक्ष और दो सदस्यों के स्वीकृत पदों की तुलना में अध्यक्ष का पद भरा हुआ है, जबकि सदस्यों के दोनों स्वीकृत पद रिक्त हैं। हालांकि, उपभोक्ता संरक्षण अधिनियम, 2019 की धारा 32 के तहत, डीसीडीआरसी, मुंगेर के सदस्य को डीसीडीआरसी, भागलपुर के सदस्य का अतिरिक्त प्रभार सौंपा गया है। इसके अलावा, डीसीडीआरसी, भागलपुर में स्वीकृत छह पदों में से दो पद भरे जा चुके हैं। पिछले तीन वर्षों (2023 से 2025) के दौरान, भागलपुर डीसीडीआरसी में 269 मामले दर्ज किए गए और 362 मामलों का निपटान किया गया।

विवरण

क्र . **.सं**	**आयोग**	**अध्यक्ष**		**सदस्य**	
		स्वीकृत पद	**रिक्त पद**	**स्वीकृत पद**	**रिक्त पद**
1.	बिहार राज्य उपभोक्ता विवाद निवारण आयोगों	1	0	4	2
जिला उपभोक्ता विवाद प्रतितोष आयोग (डीसीडीआरसी)					
1.	अररिया	1	1*	2	0
2.	अरवल	1	1*	2	0
3.	औरंगाबाद	1	0	2	1

4.	बांका	1	1*	2	0
5.	बेगूसराय	1	1*	2	1
6.	भागलपुर	1	0	2	2
7.	भोजपुर	1	0	2	2
8.	बक्सर	1	0	2	2
9.	दरभंगा	1	1*	2	2
10.	पूर्वी चंपारण	1	1*	2	1
11.	गया	1	1*	2	0
12.	गोपालगंज	1	0	2	1
13.	जमुई	1	0	2	1
14.	जहानाबाद	1	0	2	2
15.	खगड़िया	1	1*	2	0
16.	किशनगंज	1	1*	2	2
17.	कैमूर	1	1*	2	1
18.	कटिहार	1	0	2	1
19.	लखीसराय	1	1*	2	1
20.	मधुबनी	1	1*	2	1
21.	मुंगेर	1	0	2	2
22.	मधेपुरा	1	0	2	2
23.	मुजफ्फरपुर	1	1*	2	1
24.	नालन्दा	1	1*	2	2
25.	नवादा	1	1*	2	1

26.	पटना	1	1*	2	1
27.	पूर्णिया	1	1*	2	2
28.	रोहतास	1	1*	2	1
29.	सहरसा	1	1*	2	1
30.	समस्तीपुर	1	0	2	2
31.	शिवहर	1	1*	2	2
32.	शेखपुरा	1	1*	2	1
33.	सारण	1	1*	2	0
34.	सीतामढ़ी	1	1*	2	1
35.	सुपौल	1	1*	2	2
36.	सिवान	1	0	2	2
37.	वैशाली	1	0	2	0
38.	पश्चिमी चंपारण	1	0	2	1
	कुल	**39**	**24***	**80**	**47**

* उपभोक्ता संरक्षण अधिनियम की धारा 32 के तहत, किसी अन्य डीसीडीआरसी के अध्यक्ष को अतिरिक्त प्रभार सौंपकर डीसीडीआरसी का संचालन किया जा रहा है।

REWEIGHTING OF ISM 2.0

***49. DR. T SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN:**

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

(a) whether the Government is aware that no India Semiconductor Mission

(ISM) approved fab or display project has been sited in Tamil Nadu as of mid-2026 despite its 2024 semiconductor policy offering upto 50 per cent additional capital subsidy and its established Sriperumbudur base while Gujarat has secured the Tata-ASML anchor fab and Dholera SEZ notification (9 April 2026);

(b) if so, whether ISM 2.0's reweighting toward equipment, materials and IP announced in Budget 2026-27 structurally disadvantages Tamil Nadu's ATMP/OSAT and design-led pitch;

(c) if so, the status of pending Central clearances—port capacity, SEZ notification, power allocation—for the proposed Rs.80,000 crore Taiwanese investment evaluating Tirunelveli and Thoothukudi;

(d) the details of steps taken by the Government to build a sovereign frontier Artificial Intelligence (AI)/Large Language Model (LLM) capacity following the confirmed suspension (12 June) and restoration (1 July 2026) of access to frontier US-AI models under export controls and whether the India-US Bilateral Trade Agreement addresses AI hardware access;

(e) the details of Tamil Nadu's share of the IndiaAI Mission GPU/compute allocation and Centre of Excellence funding relative to other States; and

(f) the details of Common Service Centre saturation in Tamil Nadu's rural and hill blocks versus the national average?

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

(a): Inspired by the Hon'ble Prime Minister's vision of AtmaNirbhar Bharat, Government adopted structured and targeted policy initiatives for the development of electronics manufacturing across the entire value chain including semiconductors.

India's success in electronics manufacturing:

Since 2014, Government of India has undertaken series of initiatives to promote electronics manufacturing in the country. These include FDI reforms, tax reforms, labour reforms, Production Linked Incentive schemes, etc.

As a result, India now has emerged as one of the major electronics manufacturing ecosystems as seen below:

#	2014-15	2025-26	Remarks
Production of electronics goods (₹)	~1.9 Lakh Cr	~13.11 Lakh Cr	Increased 7 times
Export of electronics goods (₹)	~38 thousand Cr	~4.24 Lakh Cr	Increased 11 times
Production of mobile phones (₹)	~18 thousand Cr	~6.27 Lakh Cr	Increased 33 times
Export of mobile phones (₹)	~1500 Cr	~ 2.59 Lakh Cr	Increased 165 times

India now manufactures around 99.2% of the total mobile phones sold in the

country. Mobile phones have emerged as the single largest exported item. Industry estimates that electronics manufacturing now provides employment to nearly 25 Lakh people.

Electronics Manufacturing:

Prime Minister Shri Narendra Modiji's vision has benefitted Tamil Nadu. Government of India has supported the setting up of many electronics manufacturing plants in Tamil Nadu as detailed below:

#	District	Number of plants
1	Chengalpattu	4
2	Chennai	6
3	Coimbatore	1
4	Kancheepuram	38
5	Krishnagiri	8
6	Thoothukudi	2
7	Tirunelveli	1
8	Tiruvallur	6
9	Vellore	1

Electronics Manufacturing Clusters (EMC):

Prime Minister Shri Narendra Modi ji has encouraged setting up manufacturing clusters in various sectors like electronics, textiles, defence, chemicals, etc. His vision was translated through the Electronics Manufacturing Cluster (EMC) scheme in electronics sector.

Government has supported the following EMCs in the state of Tamil Nadu:

i. EMC at Manallur – Spread over an area of 474.3 acres, with a project cost of ₹587.47 crore.

ii. EMC at Pillapaikkam – Spread over an area of 379.3 acres, with a project cost of ₹424.55 crore.

Semicon India Programme:

The semiconductor industry is a foundational industry. All sectors of the economy such as industrial, consumer, defence, telecommunication and automotive etc depend on semiconductors. This sector offers transformative capabilities by driving technological innovation, economic growth, and strategic self-reliance.

Recognising the importance of Semiconductors, the Government launched Semicon India Programme in January 2022 for setting up of semiconductor fabs, display fabs semiconductor packaging and also for promotion of Indian designed chips.

Under Semicon India Programme, Government has approved 12 manufacturing projects spanning across 6 states namely Andhra Pradesh, Assam, Gujarat, Punjab, Odisha and Uttar Pradesh with total investment commitments of about ₹1.64 lakh crore. Out of these 12 projects, commercial production has already commenced from three plants.

Semicon India programme is designed to leave the choice of location with the investors. Investors evaluate the location based on various factors. Government encourages distributed manufacturing. Because of this approach,

semiconductor plants are today located in six states across the country.

Semiconductor design:

Semiconductor design plays a prominent role in defining the "architecture" of a chip to achieve a specific function or application. Since chip design is an extremely RandD, engineering, and IP intensive process, Government is providing financial as well as infrastructure support (including free access to Design tools) to Startups and MSMEs through Design Linked Incentive (DLI) Scheme within the Semicon India Programme.

Further, Twenty-four (24) semiconductor design projects have also been approved for financial support and 105 startups/MSMEs for Electronic Design Automation (EDA) tool support under DLI Scheme

Government of India has encouraged Semiconductor design projects in Tamil Nadu. The following companies are being supported by Government of India, as mentioned below:

#	Name	Location	Support
1	Aheesa Digital Innovations Pvt. Ltd.	Chennai	Grant and EDA tool
2	Mindgrove Technologies Pvt. Ltd.	Chennai	Grant and EDA tool
3	InCore Semiconductors Pvt. Ltd.	Chennai	Grant and EDA tool
4	MBit Wireless Pvt. Ltd.	Chennai	Grant and EDA tool

5	Struent Semiconductors Pvt. Ltd.	Chennai	EDA tool
6	PRSsemicon Technologies Pvt. Ltd.	Chennai	EDA tool
7	Sicrest Semiconductors Pvt. Ltd.	Coimbatore	EDA tool

Semiconductor talent development:

Realising the nature of this deep tech industry, Government of India is supporting the design talent development in 315 institutes across the country. Government of India has supported talent development in following universities in Tamil Nadu:

#	Institute	Location
1.	Dr. Mahalingam College of Engineering and Technology, Coimbatore	Coimbatore
2.	SNS College of Technology, Coimbatore	Coimbatore
3.	National Institute of Technology Tiruchirappalli	Tiruchirappalli
4.	Indian Institute of Information Technology Tiruchirappalli	Tiruchirappalli
5.	Anna University Regional Campus Coimbatore	Coimbatore
6.	Mohamed Sathak Engineering College,	Ramanathapuram

	Ramanathapuram	
7.	Karunya Institute of Technology and Sciences, Coimbatore	Coimbatore
8.	St. Xaviers Catholic College of Engineering, Kanya Kumari	Kanniyakumari
9.	College of Engineering Guindy, Anna University, Chennai	Chennai
10.	Indian Institute of Information Technology Design and Manufacturing Kancheepuram	Chengalpattu
11.	Indian Institute of Technology Madras	Chennai
12.	PSG College of Technology, Coimbatore	Coimbatore
13.	Vellore Institute of Technology (VIT), Vellore	Vellore
14.	Crescent Institute of Science and Technology, Chennai	Chengalpattu
15.	Vellore Institute of Technology (VIT), Chennai	Chengalpattu
16.	Madras Institute of Technology	Chengalpattu
17.	Kongu Engineering College, Perundurai, Tamil Nadu	Erode
18.	SASTRA Deemed University, Tamilnadu	Thanjavur
19.	SRM Institute of Science and Technology, Kattankulathur	Chengalpattu
20.	R.M.K College of Engineering and Technology,	Tiruvallur

	Tiruvallur	
21.	Kalasalingam Academy of Research and Education, Tamilnadu	Virudhunagar
22.	Mohamed Sathak A J College of Engineering, Chennai	Chengalpattu
23.	SSN College of Engineering, Kalavakkam	Chengalpattu
24.	Easwari Engineering College, Chennai	Chennai
25.	Vel Tech, Chennai	Thiruvallur
26.	RMK Engineering College, Kavaraipettai	Thiruvallur
27.	SRM TRP Engineering College, Trichy	Tiruchirappalli
28.	Sri Eshwar College of Engineering, Coimbatore	Coimbatore
29.	SRM Institute of Science and Technology, Tiruchirappalli	Tiruchirappalli
30.	National Institute of **ELECTRONICS AND INFORMATION TECHNOLOGY** Chennai	Chennai
31.	SRM Institute of Science and Technology, Chennai	Chennai
32.	Sri Sairam Engineering College, Chennai	Chengalpattu
33.	Chennai Institute of Technology, Chennai	Chengalpattu
34.	Thiagarajar College of Engineering, Madurai	Madurai
35.	J.N.N Institute of Engineering, Chennai	Tiruvallur
36.	Arunachala College of Engineering For Women,	Kanniyakumari

	TamilNadu	
37.	Government College of Technology, Coimbatore	Coimbatore
38.	Sri Shakthi Institute of Engineering and Technology, Coimbatore	Coimbatore
39.	P.S.R. Engineering College, Sivakasi	Virudhunagar
40.	Rajalakshmi Engineering College, Thandalam, Chennai	Kancheepuram
41.	Rajalakshmi Institute of Technology, Chennai	Chennai
42.	Sona College of Technology, Salem	Salem
43.	Hindusthan College of Engineering and Technology, Coimbatore	Coimbatore
44.	K.S.Rangasamy College of Technology (Autonomous), Namakkal, Tamil Nadu	Namakkal
45.	Government College of Engineering, Erode	Erode
46.	Amrita School of Engineering, Amrita Vishwa Vidyapeetham, Coimbatore	Coimbatore
47.	PSG Institute of Technology and Applied Research, Coimbatore, Tamil Nadu	Coimbatore
48.	R.M.D. Engineering College, Kavaraipettai	Thiruvallur
49.	Saveetha Engineering College (Autonomous), Kancheepuram	Chengalpattu
50.	Coimbatore Institute of Engineering and	Coimbatore

	Technology, Coimbatore	
51.	Karpagam Institute of Technology, Coimbatore	Coimbatore
52.	Karpagam College of Engineering (Autonomous), Coimbatore	Coimbatore
53.	Sri Venkateswara College of Engineering, Tamil Nadu	Chengalpattu
54.	Vel Tech Multi Tech Dr. Rangarajan Dr. Sakunthala Engineering College, Chennai	Thiruvallur
55.	St. Joseph's College of Engineering, Chennal	Chengalpattu
56.	Kamaraj College of Engineering and Technology, Madurai	Madurai
57.	Kumaraguru College of Technology, Coimbatore	Coimbatore
58.	Dhirajlal Gandhi College of Technology (Autonomous), Salem	Salem
59.	Velammal Institute of Technology, Thiruvallur	Thiruvallur
60.	Bannari Amman Institute of Technology, Erode, Tamil Nadu	Erode
61.	KIT-Kalaignarkarunanidhi Institute of Technology, Coimbatore	Coimbatore

Therefore, it is clearly evident that Government of India has strongly supported the development of electronics manufacturing and design ecosystem in Tamil Nadu.

(b): Semicon 2.0, approved by Cabinet on 15.07.2026, does not exclude any segment which was earlier covered under Semicon India Programme. As various projects approved under Semicon India Programe has generated demand for upstream supply chain, therefore, Semicon 2.0 is designed to cover complete ecosystem of semiconductors. This would offer more opportunities to all the states, including Tamilnadu, for attractive investments under Semicon 2.0.

(c): No such application as mentioned in the question has been received in the Ministry so far.

(d) and (e): **IndiaAI Mission:**

India's AI policy is based on Prime Minister Narendra Modi's vision of democratizing technology. It is aimed at creating economic opportunities and employment for youth, while addressing risks associated with it.

India's AI strategy builds on India's vibrant IT sector with annual revenue of 300 billion dollars and 60 Lakh strong workforce. India AI Mission supports India's AI ambitions under seven pillars including development of AI models, applications, datasets, talent development and affordable compute.

AI models:

The Government of India is supporting Indian startups and institutions to develop large language models (LLMs) and Small Language Models (SLMs). 20 indigenous sovereign model proposals have been identified for support, comprising 12 LLMs and 8 SLMs.

Notable successes so far include:

- Sarvam AI's Sarvam 30 billion parameter and 105 billion parameter models
- Gnani.AI's speech-to-speech model
- BharatGen's multilingual foundation models
- Avataar AI's video generation model

In addition, domain-specific SLMs, including specialized models and AI frameworks addressing healthcare, language technologies and agentic AI systems are at various stages of development and deployment.

AI Centres of Excellence:

Government has also approved a scheme for the establishment of 58 Artificial Intelligence Centres of Excellence (AI-CoEs) across States and Union Territories, in collaboration with the respective State/UT Governments and industry partners.

Government of India has approved Two (2) Artificial Intelligence Centres of Excellence (AI-CoEs) in Tamil Nadu.

India US cooperation on AI:

AI is an important component of India-US co-operation. Under the Pax Sillica initiative, India and US intend to work together to enable access to compute and processor for AI and accelerating research and development.

(f): Common Services Centres (CSCs) have been set up under an initiative of the Ministry of Electronics and Information Technology on an entrepreneurship and self-sustainable model. CSC e-Governance Services India Limited (CSC SPV) is the implementing agency for the project. The Project CSC aims to deliver e-services to rural citizens through CSCs in an assisted mode and to expand the

CSC network till the Gram Panchayat level. It is a PAN India project. More than 800 citizen centric services are being delivered through these CSC across the country. As on 31.05.2026, the spread of CSCs at National and in the State of Tamil Nadu is as follows:

	Total number of CSCs functional	**Number of CSCs functional in Rural Areas (Gram Panchayat or village level)**
National Level	5,01,731	3,91,160
Tamil Nadu	18,632	12,379

District wise list of CSCs and list of services are available at www.csc.gov.in.

INDIA AI MISSION

***50: SHRI AVIMANYU SETHI:**

SHRI CHANDRA PRAKASH JOSHI:

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

(a) the details of progress made under the India AI Mission till May 2026 including the initiatives launched pursuant to the India AI Governance Guidelines;

(b) the present status of development of indigenous AI foundation models, common compute infrastructure and AI datasets under the Mission;

(c) the details of measures taken by the Government to promote adoption of Artificial Intelligence by startups, Micro, Small and Medium Enterprises (MSMEs) and academic and technical institutions particularly in Meerut and Hapur in Uttar Pradesh, Himachal Pradesh particularly in Shimla Lok Sabha Constituency, Nabarangpur Lok Sabha Constituency of Odisha, Dakshin Kannada, Maharashtra particularly Jalgaon Lok Sabha Constituency to generate employment opportunities for the youth thereunder;

(d) whether any proposal for data centre in Dakshina Kannada is pending with the Government and if so, the details thereof;

(e) whether the Government proposes to establish AI innovation, skilling and research facilities in Maharashtra particularly in Jalgaon Lok Sabha Constituency and if so, the details thereof;

(f) the details of safeguards put in place to ensure responsible, transparent, secure and ethical deployment of artificial intelligence technologies along with the roadmap for implementation of the Mission; and

(g) the steps taken to strengthen India's global leadership in Artificial Intelligence and extend the benefits of India AI Mission to remote and aspirational regions including Nabarangpur Lok Sabha Constituency?

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

(a) to (c): **IndiaAI Mission:**

India's AI policy is based on Prime Minister Narendra Modi's vision of

democratizing technology. It is aimed at creating economic opportunities and employment for youth, while addressing risks associated with AI.

India's AI strategy builds on India's vibrant IT sector with annual revenue of 300 billion dollars and 60 Lakh strong workforce. India AI Mission has seven pillars including development of AI models, applications, datasets, talent development and affordable compute.

Progress under IndiaAI mission till date:

AI models:

The Government of India is supporting Indian startups and institutions to develop large language models.

20 indigenous sovereign model proposals have been identified for support, comprising 12 LLMs and 8 SLMs. Notable successes so far include:

- Sarvam AI's Sarvam 30 billion parameter and 105 billion parameter models
- Gnani.AI's speech-to-speech model
- BharatGen's multilingual foundation models
- Avataar AI's video generation model

Domain-specific SLMs, include specialized models and AI frameworks addressing healthcare, language technologies and agentic AI systems are at various stages of development and deployment.

Affordable compute:

- Compute service providers empanelled: 15

- Number of projects supported: 237
- GPU hours sanctioned: 93.18 lakh GPU hours

Application Development:

- 12 National-level Hackathons/Innovation Challenges launched.
- Supported the development of 62 AI prototypes and deployment of 20 AI based solutions.

Talent development:

- 686 fellowships have been awarded across undergraduate, postgraduate and doctoral programmes in 178 institutions.
- YUVA AI for All programme has been completed by over 26.5 lakh individuals.

IndiaAI labs:

- 27 India Data and AI Labs have been established, which has supported training for more than 2500 students
- Work ongoing on additional 188 labs.

AI Centres of Excellence:

Government has also approved a scheme for the establishment of 58 Artificial Intelligence Centres of Excellence (AI-CoEs) across States and Union Territories, in collaboration with the respective State/UT Governments and industry partners.

India AI Governance Guidelines:

India AI Governance Guidelines were released on 5th November 2025,

providing a comprehensive national framework for the safe, responsible and inclusive development and deployment of Artificial Intelligence in the country.

Pursuant to the Guidelines, the following institutional mechanisms have been initiated:

- AI Governance and Economic Group (AIGEG), a high-level inter-ministerial body to steer the development of India's national AI governance strategy;
- Technology and Policy Expert Committee (TPEC), to support technical and policy recommendations; and
- AI Safety Institute (AISI), to undertake safety research, develop standards, test AI systems and evaluate emerging risks.

India AI Impact summit:

Further, India hosted the India-AI Impact Summit 2026 from 16th – 21st February 2026 at New Delhi, the first edition of the global AI summit series to be held in the Global South, which concluded as a historic global convergence establishing India as a global hub for artificial intelligence innovation, governance, partnership and inclusive growth.

The IndiaAI Mission provides affordable AI compute access through empaneled cloud service providers. Access is available across the country, irrespective of location.

Eligible end users can apply for AI compute resources from any part of India. People have accessed compute from many locations like Meerut and Hapur (Uttar Pradesh), Shimla Parliamentary Constituency (Himachal Pradesh), Nabarangpur Parliamentary Constituency (Odisha), Dakshina Kannada

(Karnataka) and Jalgaon Lok Sabha Constituency (Maharashtra).

AI Data labs have been established by NIELIT. For instance, at NIELIT Centre, Shimla (Himachal Pradesh), a total of 261 students have registered under the IndiaAI FutureSkills programme for the two foundational courses. Of these, 187 students have completed the training (88 in Data Annotation and 99 in Data Curation), 247 students have appeared for the examination (115 for Data Annotation and 132 for Data Curation), and 54 students have been certified (22 in Data Annotation and 32 in Data Curation). An additional 67 students are currently undergoing training across the two courses at the Shimla Centre.

(d): Presently, no proposal for an AI Data Centre in Dakshina Kannada is pending with the IndiaAI Mission.

(e): The following initiatives are under implementation in the State of Maharashtra:

- **AI Centres of Excellence (CoEs):** The Government has approved a scheme for the establishment of 58 Artificial Intelligence Centres of Excellence (AI-CoEs) across States and Union Territories, in collaboration with the respective State/UT Governments and industry partners. Under the approved framework, Maharashtra has been assigned three (3) Artificial Intelligence Centres of Excellence (AI-CoEs). These three Centres of Excellence are being established in Navi Mumbai (anchored by CIDCO), Pune (anchored by MahaIT), and Nagpur (anchored by MRSAC).
- **IndiaAI Fellowships:** 41 Fellows from Maharashtra are supported across

16 participating institutions.

- **Data and AI Labs:** 33 IndiaAI Data and AI Labs have been sanctioned in Maharashtra under the Tier 2 and Tier 3 rollout. The NIELIT Lab at Chhatrapati Sambhaji Nagar is operational, with 122 students registered since September 2025 across courses on Data Annotation using Python and Data Curation using Python. Of these, 40 have been trained and 38 have been certified.
- **Sovereign Foundation Models:** Maharashtra-based institutions and enterprises are contributing to the development of sovereign foundation models. These include BharatGen, an IIT Bombay-led consortium developing multilingual and multimodal models such as Param2 17B, Patram 7B and Shrutam 2, with a roadmap towards trillion-parameter scale. Tech Mahindra in Pune is developing a sovereign large language model building on Project Indus. Fractal Analytics in Mumbai is developing an indigenous foundation model under the Mission.
- **Startups under international acceleration:** Two Maharashtra-based AI startups, Daten and Wissen Pvt. Ltd. in Mumbai and Infiheal Healthtech Pvt. Ltd. in Mumbai, have been supported under Cohort 2 of the international acceleration programme at Station F in Paris and HEC Paris.
- **Safe and Trusted AI project:** Under the Safe and Trusted AI pillar, the Defence Institute of Advanced Technology in Pune, in partnership with Mindgraph, has been selected to develop Explainable AI tools for security applications.

- **Emerging State-level collaboration:** The Mission is exploring collaboration with the Government of Maharashtra for MahaVISTAAR AI, an AI-powered digital platform for farmers, and for the development of domain-focused Small Language Models covering Marathi and its dialects, agricultural advisory, and health advisory.

(f): Government is cognizant of the risks associated with adoption of Artificial Intelligence and has taken the following steps to ensure safe, responsible and transparent AI deployment:

- Under the 'Safe and Trusted AI' Pillar of the IndiaAI Mission, 13 responsible AI projects have been selected covering bias mitigation, explainability, privacy-preserving AI, algorithm auditing, deepfake detection, AI forensics, risk assessment and generative AI security, including Saakshya, a multi-agent framework for deepfake detection, and AI Vishleshak, an audio-visual forgery detection system.
- The IndiaAI Safety Institute has been established for AI safety, security and developing trust with diverse stakeholders, engaging academia, startups, industry and Government bodies through a hub-and-spoke model.
- The India AI Governance Guidelines lay down a risk-based governance framework addressing algorithmic bias, misinformation, deepfakes and unintended societal harm, and propose institutional mechanisms including the AI Governance and Economic Group (AIGEG), Technology and Policy Expert Committee (TPEC) and AI Safety Institute (AISI) for

oversight, standards and safety research.

- The Digital Personal Data Protection Act, 2023 provides a legal framework for privacy and protection of personal data used in AI applications.
- The Indian Computer Emergency Response Team (CERT-In) has issued advisories on safety measures against adversarial AI threats (May 2023) and best practices for responsible use of Generative AI (March 2025), besides launching the Certified Security Professional in Artificial Intelligence (CSPAI) programme with SISA in September 2024.

(g): **Global dialogue**

India hosted the India-AI Impact Summit 2026 in New Delhi from 16th to 21st February 2026.

- Over 100 countries participated, including 22 Heads of State/Government.
- The India AI Impact Summit Declaration was endorsed by 92 countries and international organizations.
- The New Delhi Frontier AI Impact Commitments were signed by 13 leading model providers.
- India joined the Pax Silica coalition to secure the global silicon supply chain.
- India signed a Statement of Intent with Sweden on bilateral AI cooperation.
- As founder Chair of the Global Partnership on Artificial Intelligence

(GPAI), India has continued to play a significant role in shaping global norms on the development, usage, and safety of AI.

Reaching remote and aspirational regions

Benefits of the IndiaAI Mission are being extended to the State of Odisha:

- AI compute resources are available on an equitable, location-agnostic basis.
- One IndiaAI Data and AI Lab has been operationalized at the NIELIT Centre, Bhubaneswar, delivering foundational courses in Data Annotation and Data Curation. A total of 374 students have registered under the IndiaAI FutureSkills programme for the two foundational courses at the Bhubaneswar Centre — 185 for the Fundamentals of Data Annotation using Python course and 189 for the Fundamentals of Data Curation using Python course. Of these, 199 students have completed the training (60 in Data Annotation and 139 in Data Curation), 371 students have appeared for the examination (184 for Data Annotation and 187 for Data Curation). An additional 175 students are currently undergoing training across the two courses at the Bhubaneswar Centre.
- A total of 8 fellowships have been awarded to students from Odisha across undergraduate, postgraduate and doctoral programmes under the IndiaAI FutureSkills pillar— comprising 4 Undergraduate fellowships, 1 Postgraduate fellowship and 3 PhD Research Fellowships—supporting AI research and skilling in the State's

academic institutions.

परिचालनरत वंदे भारत रेलगाड़ियां

***51. श्री तनुज पुनिया:**

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

(क) देश में चलाई जा रही वंदे भारत रेलगाड़ियों की राज्य-वार संख्या और ब्यौरा क्या है; और

(ख) क्या कई मार्गों पर वंदे भारत रेलगाड़ियों का परिचालन या तो बंद कर दिया गया है या मार्गों में परिवर्तन कर दिया 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) और (ख): चूंकि रेल नेटवर्क राज्यों की सीमाओं के आर-पार फैला होता है, इसलिए नेटवर्क की आवश्यकता के अनुसार, रेलगाड़ियों को ऐसी सीमाओं के आर-पार चलाया जाता है। बहरहाल, भारतीय रेल ने यात्रियों के यात्रा अनुभव को बेहतर बनाने के लिए, आधुनिक सवारी डिब्बों, उन्नत संरक्षा विशेषताओं और यात्री सुविधाओं के साथ स्वदेशी रूप से डिजाइन और विनिर्मित वंदे भारत रेलगाड़ियों (चेयर कार और स्लीपर) की शुरुआत की गई है।

वंदे भारत सेवाएं (स्लीपर रेलगाड़ियां):

लंबी दूरी की यात्रा के लिए वंदे भारत एक्सप्रेस के स्लीपर संस्करण को स्वदेशी रूप से डिजाइन और विकसित किया गया है। इनका उद्देश्य यात्रियों के यात्रा अनुभव को बेहतर बनाना और सुरक्षित और आरामदायक यात्रा के लिए नए मानक स्थापित करना है। ऐसी दो रेलगाड़ियों का विनिर्माण पहले ही किया जा चुका है। व्यापक परीक्षणों के बाद, इन रेलगाड़ियों को भारतीय रेल में शुरू किया गया है। 22.01.2026 से पहली वंदे भारत स्लीपर सेवा अर्थात् 27575/27576 हावड़ा-कामाख्या वंदे भारत स्लीपर एक्सप्रेस का नियमित परिचालन शुरू कर दिया गया है।

इन रेलगाड़ियों में आधुनिक सवारी डिब्बे लगाए गए हैं जिनमें उन्नत संरक्षा विशेषताएँ और यात्री

सुविधाएं उपलब्ध हैं, जैसे:

- झटका मुक्त सेमी परमानेंट कपलर और एंटी क्लाइम्बर्स।
- कवच से सुसज्जित।
- 180/160 कि.मी. 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 पुनरूत्पादक 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।

18.07.2026 की स्थिति के अनुसार, भारतीय रेल नेटवर्क पर निम्नलिखित 02 वंदे भारत गाड़ी सेवाएं (स्लीपर कार) परिचालित की जा रही हैं:

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

वंदे भारत सेवाएं (चेयर कार):

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 शुरू की हैं। वंदे भारत चेयर कार सेवाओं में निम्नलिखित विशेषताएं हैं:

- झटका मुक्त सेमी परमामेंट 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 कि.मी. 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)।

18.07.2026 की स्थिति के अनुसार, भारतीय रेल नेटवर्क पर निम्नलिखित 162 वंदे भारत रेलगाड़ी सेवाएं (चेयर कार) एक्सप्रेस परिचालित की जा रही हैं:-

क्र. सं.	रेलगाड़ी सं. और नाम
1	22435/22436 वाराणसी-नई दिल्ली वंदे भारत एक्सप्रेस
2	22439/22440 नई दिल्ली-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस
3	20901/20902 मुंबई सेंट्रल-गांधीनगर कैपिटल वंदे भारत एक्सप्रेस
4	22447/22448 नई दिल्ली – अंब अंदौरा वंदे भारत एक्सप्रेस
5	20607/20608 एमजीआर चेन्नई सेंट्रल-मैसूरु वंदे भारत एक्सप्रेस
6	20825/20826 बिलासपुर-नागपुर वंदे भारत एक्सप्रेस
7	22301/22302 हावड़ा-न्यू जलपाईगुड़ी वंदे भारत एक्सप्रेस
8	20833/20834 विशाखपट्टणम-सिकंदराबाद वंदे भारत एक्सप्रेस
9	22223/22224 छत्रपति शिवाजी महाराज (टी)-साईनगर शिरडी वंदे भारत एक्सप्रेस
10	22225/22226 छत्रपति शिवाजी महाराज (टी)-सोलापुर वंदे भारत एक्सप्रेस
11	20171/20172 रानी कमलापति-निज़ामुद्दीन वंदे भारत एक्सप्रेस
12	20701/20702 सिकंदराबाद-तिरुपति वंदे भारत एक्सप्रेस
13	20643/20644 चेन्नई-कोयंबटूर वंदे भारत एक्सप्रेस
14	20977/20978 अजमेर-चंडीगढ़ वंदे भारत एक्सप्रेस
15	20633/20634 कासरगोड-तिरुवनंतपुरम वंदे भारत एक्सप्रेस

16	22895/22896 हावड़ा-पुरी वंदे भारत एक्सप्रेस
17	22457/22458 आनंद विहार-देहरादून वंदे भारत एक्सप्रेस
18	22227/22228 न्यू जलपाईगुड़ी-गुवाहाटी वंदे भारत एक्सप्रेस
19	20911/20912 इंदौर-नागपुर वंदे भारत एक्सप्रेस
20	22229/22230 छत्रपति शिवाजी महाराज (टी)-मडगांव वंदे भारत एक्सप्रेस
21	22349/22350 पटना-रांची वंदे भारत एक्सप्रेस
22	20661/20662 बेंगलुरु-धारवाड़ वंदे भारत एक्सप्रेस
23	20173/20174 रानी कमलापति-रीवा वंदे भारत एक्सप्रेस
24	22549/22550 गोरखपुर-प्रयागराज वंदे भारत एक्सप्रेस
25	12461/12462 जोधपुर-साबरमती वंदे भारत एक्सप्रेस
26	22925/22926 अहमदाबाद-ओखा वंदे भारत एक्सप्रेस
27	20665/20666 चेन्नई एग्मोर-तिरुनेलवेली वंदे भारत एक्सप्रेस
28	20677/20678 चेन्नई-नरसापुर वंदे भारत एक्सप्रेस
29	20703/20704 काचीगुडा-यशवंतपुर वंदे भारत एक्सप्रेस
30	20631/20632 मंगलुरु-तिरुवनंतपुरम सेंट्रल वंदे भारत एक्सप्रेस
31	26963/26964 उदयपुर-असारवा वंदे भारत एक्सप्रेस
32	22347/22348 हावड़ा-पटना वंदे भारत एक्सप्रेस
33	20835/20836 राउरकेला-पुरी वंदे भारत एक्सप्रेस
34	20897/20898 हावड़ा-रांची वंदे भारत एक्सप्रेस
35	22415/22416 वाराणसी-नई दिल्ली वंदे भारत एक्सप्रेस
36	20641/20642 बेंगलुरु कैंट-कोयंबटूर वंदे भारत एक्सप्रेस
37	20645/20646 मडगांव-मंगलुरु वंदे भारत एक्सप्रेस

38	20705/20706 नांदेड़-छत्रपति शिवाजी महाराज (टी) वंदे भारत एक्सप्रेस
39	22477/22478 नई दिल्ली-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस
40	22425/22426 अयोध्या कैंट-आनंद विहार वंदे भारत एक्सप्रेस
41	22487/22488 दिल्ली-अमृतसर वंदे भारत एक्सप्रेस
42	22961/22962 मुंबई सेंट्रल-अहमदाबाद वंदे भारत एक्सप्रेस
43	20707/20708 सिकंदराबाद-विशाखपट्टणम वंदे भारत एक्सप्रेस
44	20663/20664 मैसूर-चेन्नई वंदे भारत एक्सप्रेस
45	22233/22234 न्यू जलपाईगुड़ी-पटना वंदे भारत एक्सप्रेस
46	22469/22470 खजुराहो-निज़ामुद्दीन वंदे भारत एक्सप्रेस
47	22231/22232 कलबुर्गी-बेंगलुरु वंदे भारत एक्सप्रेस
48	20841/20842 भुवनेश्वर-विशाखपट्टणम वंदे भारत एक्सप्रेस
49	22345/22346 पटना-गोमती नगर वंदे भारत एक्सप्रेस
50	20887/20888 रांची-वाराणसी वंदे भारत एक्सप्रेस
51	22545/22546 लखनऊ जंक्शन-देहरादून वंदे भारत एक्सप्रेस
52	22489/22490 वाराणसी-मेरठ सिटी वंदे भारत एक्सप्रेस
53	20627/20628 चेन्नई एग्मोर-नागरकोविल वंदे भारत एक्सप्रेस
54	20671/20672 मदुरै-बेंगलुरु कैंट वंदे भारत एक्सप्रेस
55	22499/22500 देवघर-वाराणसी वंदे भारत एक्सप्रेस
56	22309/22310 हावड़ा-जमालपुर वंदे भारत एक्सप्रेस
57	20871/20872 हावड़ा-राउरकेला वंदे भारत एक्सप्रेस
58	20893/20894 टाटानगर-पटना वंदे भारत एक्सप्रेस
59	20891/20892 टाटानगर-ब्रह्मपुर वंदे भारत एक्सप्रेस

60	22303/22304 हावड़ा-गया वंदे भारत एक्सप्रेस
61	20669/20670 हुबली-पुणे वंदे भारत एक्सप्रेस
62	20673/20674 छत्रपति शाहू महाराज (टी) कोल्हापुर-पुणे वंदे भारत एक्सप्रेस
63	20101/20102 सिकंदराबाद-नागपुर वंदे भारत एक्सप्रेस
64	20829/20830 दुर्ग-विशाखपट्टणम वंदे भारत एक्सप्रेस
65	21893/21894 टाटानगर-पटना वंदे भारत एक्सप्रेस
66	21895/21896 टाटानगर-पटना वंदे भारत एक्सप्रेस
67	20175/20176 बनारस-आगरा कैंट वंदे भारत एक्सप्रेस
68	26901/26902 साबरमती-वेरावल वंदे भारत एक्सप्रेस
69	26401/26402 जम्मू तवी-श्रीनगर वंदे भारत एक्सप्रेस
70	26403/26404 जम्मू तवी-श्रीनगर वंदे भारत एक्सप्रेस
71	26501/26502 पाटलिपुत्र-गोरखपुर वंदे भारत एक्सप्रेस
72	26751/26752 बेलगावी-केएसआर बेंगलुरु वंदे भारत एक्सप्रेस
73	26405/26406 अमृतसर-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस
74	26101/26102 पुणे-अजनी वंदे भारत एक्सप्रेस
75	26301/26302 जोगबनी-दानापुर वंदे भारत एक्सप्रेस
76	26481/26482 जोधपुर-दिल्ली कैंट वंदे भारत एक्सप्रेस
77	26471/26472 बीकानेर-दिल्ली कैंट वंदे भारत एक्सप्रेस
78	26461/26462 दिल्ली-फिरोजपुर कैंट वंदे भारत एक्सप्रेस
79	26651/26652 केएसआर बेंगलुरु-एरणाकुलम वंदे भारत एक्सप्रेस
80	26505/26506 खजुराहो-बनारस वंदे भारत एक्सप्रेस
81	26503/26504 सहारनपुर-गोमतीनगर वंदे भारत एक्सप्रेस

नमो भारत रैपिड रेल सेवा

नमो भारत रैपिड रेल को वंदे भारत गाड़ियों की विशेषताओं का उपयोग करके अंतर-नगरीय कम दूरी की यात्रा के लिए उपनगरीय और क्षेत्रीय यात्रियों के यात्रा अनुभव को बेहतर बनाने के लिए शुरू किया गया है। नमो भारत रैपिड रेल की प्रमुख विशेषताएं निम्नानुसार हैं:

- केंद्रीय रूप से नियंत्रित डबल लीफ स्वचालित स्लाइडिंग दरवाजे।
- संरक्षा और यात्रियों की निगरानी के लिए सीसीटीवी।
- कुशन वाली सीटों और सीलबंद फ्लेक्सिबल गैंगवे के साथ मॉड्यूलर आंतरिक सज्जा।
- आपातकालीन टॉक-बैक प्रणाली।
- ऊर्जा कुशल प्रकाश व्यवस्था के साथ एलईडी लाइटों की निरंतर व्यवस्था।
- वैक्यूम इवैक्युएशन के साथ एफआरपी मॉड्यूलर टॉयलेट।
- वातानुकूलित ड्राइवर कैब सहित पूर्णतः वातानुकूलित रेलगाड़ियां।

18.07.2026 की स्थिति के अनुसार, भारतीय रेल नेटवर्क पर निम्नलिखित 04 नमो भारत रैपिड रेल सेवाओं का परिचालन किया जा रहा है:-

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

उपलब्ध संसाधनों का इष्टतम उपयोग करने, यात्रियों की आवश्यकताओं को पूरा करने के साथ-साथ परिचालनिक आवश्यकताओं को पूरा करने के लिए, भारतीय रेल लगातार रेलगाड़ी परिचालन को युक्तिसंगत बनाने का प्रयास करती है। तदनुसार, भारतीय रेल ने 20979/20980

उदयपुर-जयपुर वंदे भारत एक्सप्रेस और 20981/20982 उदयपुर-आगरा कैंट वंदे भारत एक्सप्रेस की कम लोकप्रियता के कारण इनके स्थान पर 26963/26964 उदयपुर-असारवा वंदे भारत एक्सप्रेस शुरू की है।

इसके अलावा, यह भी निर्णय लिया गया है कि 26901/26902 साबरमती-वेरावल वंदे भारत एक्सप्रेस को विरमगाम, सुरेंद्रनगर, वांकानेर, राजकोट, जूनागढ़ के रास्ते परिचालित करने के स्थान पर गांधीग्राम, धोलका, धंधुका, बोटाद, धोला, ढसा, जूनागढ़ के रास्ते परिचालित किया जाएगा।

GATI SHAKTI CARGO TERMINALS

***52. SHRI LAVU SRI KRISHNA DEVARAYALU:**

SHRI VIJAY KUMAR DUBEY:

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

(a) the details of the progress made in the development of Gati Shakti Cargo Terminals (GCTs) including the number of terminals commissioned and under implementation across the country;

(b) the major commodities and industrial sectors benefiting from these terminals and the impact on freight movement;

(c) the present operational status of the Tummalacheruvu Gati Shakti Cargo Terminal in Palnadu district, Andhra Pradesh including the details of freight handled and the benefits accrued to local industries, agriculture and logistics;

(d) the details of locations of Gati Shakti Cargo Terminals developed in the State of Rajasthan;

(e) whether any new locations have been approved for Gati Shakti Cargo Terminals particularly in Palnadu District, Andhra Pradesh, Keonjhar Lok Sabha Constituency, Odisha, Narkatiaganj, Bihar, Rajasthan and nearby mineral and industrial corridors during the Financial Year 2026-27 and if so, the details thereof; and

(f) the impact of these terminals on freight handling capacity, multimodal connectivity, logistics efficiency and transportation of minerals and industrial goods particularly from Andhra Pradesh and Keonjhar Lok Sabha Constituency, Odisha?

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

(a) to (f): In order to encourage setting up of cargo terminals through private investment, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched. Location of the GCTs is decided on the basis of demand from industry, potential of Cargo traffic, availability of railway infrastructure and overall logistics potential of the area.

So far, 142 Gati Shakti Cargo Terminals (GCTs) have been commissioned. In addition, In-Principle Approvals (IPAs) have been granted for the development of GCTs at 310 more locations. The 142 commissioned GCTs have an estimated freight handling capacity of 224 million tonnes per annum (MTPA). The policy has mobilized private investment of approximately ₹10,000 crore through these GCTs. Freight handled at these GCTs during 2025-26 is 146 MT.

State-wise detail of GCTs are as under:

Andhra Pradesh : GCTs commissioned – 05

SN	Serving Station/location	District
1	Nakanadooddi	Nakanadooddi
2	Tummalacheruvu	Guntur
3	Krishnapatnam	Nellore
4	Jaggayyapet	Krishna
5	Sanjamala	Nandyal

In addition to above, In-principle approvals (IPAs) for 14 locations have been given.

In Palnadu district of Andhra Pradesh one GCT has already been commissioned at Tummalacheruvu on 31.01.2023. Traffic handled at this location during 2025-26 is 1.214 MT. Further, one more GCT is under construction in the region. These terminals will improve freight handling capacity of industry and enable efficient transportation of bulk cement, clinker, minerals, industrial goods and other commodities from Palnadu district, Andhra Pradesh by facilitating efficient, reliable and economical movement through rail mode to various destinations across India and promote regional economic development.

Rajasthan : GCTs commissioned – 10

SN	Serving Station/location	District
1	Kairla	Pali
2	Marwar Mundawa	Nagaur
3	Khemli	Udaipur
4	Bhupal Sagar	Chittorgarh
5	Sonu	Jaisalmer
6	Hanwant	Jodhpur
7	Sundlak	Baran
8	Mandalgarh	Bhilwara
9	New Saradhana	Ajmer
10	Hirnoda	Jaipur

In addition to above, In-principle approvals (IPAs) for 15 locations have been given.

Odisha : GCTs commissioned – 12

SN	Serving Station/location	District
1	Paradeep	Jagatsinghapur
2	Paradeep	Jagatsinghapur
3	Between Kechobahal-Laikera	Jharsuguda
4	Jajpur keonjhar Road	Jajpur

5	Brajrajnagar	Jharsuguda
6	Machapar	Cuttack
7	Barpali Road	Sundargarh
8	Sogra	Sambalpur
9	Brundamal	Jharsuguda
10	Jakhpura	Jajpur
11	Bondamunda Jn.	Sundargarh
12	Paradeep	Jagatsinghpur

In addition to above, In-principle approvals (IPAs) for 36 locations have been given.

In Keonjhar Lok Sabha Constituency, one proposal for development of a GCT at Porjanpur (PRNR) is under consideration.

Bihar : GCTs commissioned – 05

SN	**Serving Station / location**	**District**
1	Barauni-Garhara	Begusarai
2	Khudiram Bose Pusa	Samastipur
3	Jogiyara	Darbhanga
4	Pashraha	Khagaria
5	Chausa	Buxar

In addition to above, In-principle approvals (IPAs) for 08 locations have been

given.

At present, no proposal of GCT at Narkatiaganj has been received from the industry.

The Gati Shakti Cargo Terminals cater to a wide range of commodities including cement, steel, foodgrains, fertilizers, coal, fly ash, minerals, containers, automobiles, agricultural produce and other bulk as well as non-bulk commodities. The policy has benefited key sectors such as cement, steel, power, mining, agriculture, logistics and manufacturing by providing improved rail connectivity and modern cargo handling infrastructure. The development of GCTs has enhanced rail freight movement through faster and more efficient loading/unloading, reduced first-mile and last-mile logistics costs, improved wagon turnaround, and facilitated modal shift of freight from road to rail, thereby improving the overall efficiency and competitiveness of rail-based logistics.

The Gati Shakti Cargo Terminal (GCT) Policy has facilitated the development of modern multimodal cargo terminals closer to production and consumption centres, thereby improving rail connectivity for local industries, agricultural produce and other commodities. The policy has enabled creation of warehousing, silos, cold storage and other value-added logistics facilities. This has enhanced the competitiveness of local industries and farmers while generating employment and promoting regional economic development.

TELECOMMUNICATIONS (TELEVISION, RADIO AND ASSOCIATED SERVICES) RULES, 2026.

***53: SHRI MUKESHKUMAR CHANDRAKAANT DALAL:**

SHRI DINESHBHAI MAKWANA:

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

(a) whether the Government has released the draft Telecommunications (Television, Radio and Associated Services) Rules, 2026 to consolidate multiple existing broadcasting guidelines into a single regulatory framework under the Telecommunications Act, 2023;

(b) if so, the details of key features proposed in these draft rules;

(c) whether any timelines have been set for finalisation and implementation of the Rules;

(d) if so, the details of measures proposed to support industry transition to the new regulatory framework;

(e) the specific provisions made under this new framework to boost the emerging digital media, local broadcasters and community radio in Madhya Pradesh; and

(f) whether the Government is likely to accord special priority in this policy to address the issues of poor digital connectivity and the lack of local broadcasting networks in the rural and remote areas of Chhindwara district as well as to establish new information centres and community radio stations there?

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

(a) to (f): The Government has released the draft Telecommunications (Television, Radio and Associated Services) Rules, 2026 to consolidate the various Guidelines issued for Television and Radio services, within the framework of the newly enacted Telecommunications Act, 2023. The following Guidelines have been integrated into this set of rules:

a) Policy Guidelines for Uplinking and Downlinking of Satellite Television Channels in India;
b) Guidelines for obtaining a license to provide Direct-to-Home (DTH) Broadcasting Services in India;
c) Guidelines for providing Headend-in-the-Sky (HITS) Broadcasting Services in India;
d) Policy Guidelines on Expansion of FM Radio Broadcasting Services through Private Agencies (Phase III);
e) Revised Policy Guidelines for setting up Community Radio Stations in India; and
f) Guidelines for provisioning of Internet Protocol Television (IPTV) Services.

With this set of rules, the industry will now have a unified and significantly simplified rule book. These rules are designed to harmonize the existing regime while promoting ease of doing business in the Television and Radio

broadcasting sector. The draft rules have been published on the website of the Ministry of Information and Broadcasting (www.mib.gov.in), inviting inputs, comments or suggestions by the 27th July, 2026.

To support industry transition to new regulatory framework, the draft rules provide for voluntary migration of existing licenses/permission to the new authorisation framework or continuation of existing licences/permission until migration.

The draft rules contain provisions to improve availability of Television and Radio services, including community radio services, across the country, including remote and rural areas of Chhindwara district, Madhya Pradesh.

ABSS FOR WATERLOGGING PREVENTION IN MAHARASHTRA AND MADHYA PRADESH

***54. SHRI NARESH GANPAT MHASKE:**

SHRI SHRIRANG APPA CHANDU BARNE:

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

(a) the details of total funds allocated and actually utilised during the current year for Maharashtra and Madhya Pradesh under the 'Amrit Bharat Station Scheme' and other central funds to prevent waterlogging on railway tracks and to ensure uninterrupted suburban local train services during the monsoon;

(b) whether any specific technical measures have been undertaken for raising the height of tracks and widening of culverts in low-lying areas across the

Central and Western Railway zones and if so, the details thereof and if not, the reasons therefor;

(c) the total number and operational status of high-capacity pumps deployed along the tracks to drain out rainwater during periods of heavy rainfall;

(d) the details of institutional mechanism in place for joint coordination between the Railways and Urban Local Bodies for pre-monsoon desilting of drains and smooth discharge of water; and

(e) whether any advanced digital technology/real-time micro-monitoring system has been deployed to identify and track chronic waterlogging spots across the suburban network 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) There is an established system of inspection of Railway tracks, bridges and structures on Indian Railways. The inspection of the Railway track and structures are undertaken by designated officials at prescribed intervals and maintenance is carried out as per the prescribed schedule. In addition to routine maintenance, special precautionary measures are undertaken during the monsoon season to prevent water logging and ensure safe train operations. These measures include:

- Improvement of drainage in railway yards through cleaning of yard drains, deep screening, track lifting and additional water way.
- More than 1300 culverts have been cleaned before this monsoon. To

augment water discharge capacity, micro-tunnelling works have been executed at critical locations to increase waterway.

- Total about 24 nos. of addition pipe culvert through micro tunnels has been provided on suburban section of Western and Central Railway.
- About 225 km of track lifting has been carried out in Mumbai Division of western and central railway including the critically identified location in Matunga and Vasai Road stations.
- Introduction of monsoon patrolling on identified sections, deployment of watchmen at vulnerable locations, special track patrolling during periods of heavy rainfall and installation of high capacity pumps to drain out water. Presently at more than 300 locations dewatering pumps (diesel and electric) ranging from 12.5 HP to 100 HP has been installed across suburban section of western and Central Railway for dewatering purpose.
- Close coordination with Regional Meteorological Centres for weather forecasts and with District Authorities. Regular dissemination of warnings to Divisional HQ control of Railway is being done by IMD. Alert and warning are being generated on National Database for Emergency Management (NDEM) portal. There is an institutional mechanism in place to conduct joint inspection by Railway officials and Urban Local Body (ULB) representatives before and after the de-silting of drains and culverts.
- Continuous monitoring of track and structures using technology. Water

level sensors are installed at critical bridges and low-lying tracks (e.g., Mithi, Kaloo, Balganga, Amba, Purna, Tapti, Mukna, Godawari, Bhima, Kistna, Pothra, Konda nala, Shirna, Wardha, Panchganga, Seena, Kogni rivers). Digital rain gauges are installed at Grant Road, Dadar, Bandra Teminus, Andheri, Borivaali and Virar. These provide real-time alerts to the central control room when water breaches safety marks. High-definition CCTV cameras are strategically positioned at chronic water logging spots and major culverts. The live feed is directly monitored 24x7 by Engineering Control Office.

Water logging in RUB

To address water logging issue in RUB, several remedial measures has been taken on Indian Railways, 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 heavy rain fall and provision has been made to stop road traffic in exceptional/unusual

rainfall situation for safety of road users.

Redevelopment of Stations

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

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

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

landscaping, etc.

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

So far, 1340 stations have been identified for development under Amrit Bharat Station Scheme, out of which 80 stations are located in Madhya Pradesh and 132 stations are located in Maharashtra. The names of stations identified for development under Amrit Bharat Station Scheme in Madhya Pradesh and Maharashtra 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, 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, Mandsor, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda

State	No. of Stations	Names of Stations
		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
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,

State	No. of Stations	Names of Stations
		Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar

Completed Stations:

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

State	No. of Stations	Name of Stations
Madhya Pradesh	19	Ashoknagar, Balaghat, Beohari, Bhind, Chhindwara, Harpalpur, Junnor Deo, Katni South, MCS Chhatarpur, Nainpur Junction, Narmadapuram, Orchha, Sanchi, Seoni, Shajapur, Shivpuri, Shridham, Tikamgarh, Vidisha
Maharashtra	20	Amgaon, Baramati, Byculla, Chanda Fort, Chinchpokli, Devlali, Dhule, Himayatnagar, Kedgaon, Lasalgaon, Lonand Junction,

State	No. of Stations	Name of Stations
		Malkapur, Matunga, Murtizapur Junction, 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:

Madhya Pradesh:

- **Sihora Road station:** The works of improvement of station building, platform raising and surfacing of platform no. 1 and 2, new toilet blocks, improvement of waiting hall, improvement of circulating area and parking, provision of 12 m wide foot over bridge, improvement of circulating area and parking at second entry and improvement of amenities for Divyangjan have been completed. The works of lifts and escalators have been taken up.
- **Narsinghpur station:** The works of improvement of station building, new entrance porch, 12 m wide foot over bridge, improvement of circulating area, parking, waiting hall, platform raising and surfacing of platform no. 1 and 2, platform shelter at platform no. 1 and 2, new toilet blocks and improvement of amenities for Divyangjan facilities have been completed. The works of lifts and escalators have been taken up.

- **Harda station:** The works of new station building, improvement of circulating area, parking, improvement of platform surface at platform no. 1 and 2, improvement of waiting hall and toilet, platform shelter, new toilet block, 12 m wide foot over bridge and improvement of amenities for Divyangjan have been completed. The works of lifts and escalators have been taken up.
- **Gadarwara station:** The works of improvement of station building, new entrance porch, platform raising and surfacing of platform no. 1 and 2, platform shelter at platforms no. 1 and 2, new toilet blocks, improvement of circulating area and parking, waiting hall and amenities for Divyangjan have been completed. The works of 12 m wide foot over bridge, lifts and escalators have been taken up.
- **Anuppur station:** The works of improvement of station building, improvement of circulating area, parking, improvement of platform surface, landscaping, entrance porch, entry/ exit gate, signages, new toilet block and platform shelters have been completed. The work of 12 m wide foot over bridge has been taken up.

Maharashtra:

- **Chhatrapati Sambhajinagar station:** The works of new post office building and parcel office, new Railway Protection Force (RPF) and Government Railway Police (GRP) building at North side have been completed. The works of new arrival and departure building at South

side, new waiting hall, toilet, air concourse, 6 m wide foot over bridge, through roof, new underground tanks at North and South sides, new sewage treatment plant at North and South side, new electrical sub-station building have been taken up.

- **Jalna station:** The works of new arrival building and departure building at South side, new arrival building at North side, new departure building at North side, platform shelter, air concourse, 6 m wide foot over bridge, through roof, new underground tank at North and South side, new sewage treatment plant at North and South side, new post office and parcel office building, new Railway Protection Force (RPF) and Government Railway Police (GRP) building and electrical sub-station have been taken up.

- **Nagpur station:** The works of relocation of passenger reservation system building and booking offices, and improvement of parking on the main entry side have been completed. The works of construction of new admin building, departure building and basement parking on main entry side, construction of departure building and unified basement on second entry side, new air concourse, improvement to platform surfacing on platform 8, and new platform shelters have been taken up.

- **Diva station:** The works of improvement of station building and foot over bridge at Kalyan and Mumbai end, improvement of platform surface, parking, new entry gate, new platform shelters, new toilet blocks

and platform raising have been completed. The work of new foot over bridge has been taken up.

- **Shegaon station:** The works of new platform shelters, improvement of station building, improvement of platform surface and new 12 m wide foot over bridge have been completed. The works of new booking office, improvement of circulating area, parking, station illumination, lifts and escalator for 12 m wide foot over bridge have been taken up.
- **Badnera station:** The works of new booking office at South side, 12 m wide foot over bridge, improvement of existing booking office, improvement of platform surface, improvement of circulating area, signage and station illumination have been completed. The works of lifts and escalators for 12 m wide foot over bridge have been taken up.

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

Development / Upgradation of railway stations is a complex in nature involving safety of passengers and trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical

fibre cables, gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and completion time.

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

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, Western Railway and West Central Railway. For these zones, an allocation of ₹ 5,285 crore has been made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 2,318 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 ₹ 3,543 crore has been made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 1,671 crore has been incurred so far. In addition, about Rs 2,557.96 crore have been allocated on repairs/strengthening/ rehabilitation/ rebuilding of bridges, approaches and other vulnerable locations on Indian Railway

including Madhya Pradesh and Maharashtra state during the financial year 2026–27.

हाथरस में स्वर्ण शताब्दी एक्सप्रेस और वंदे भारत एक्सप्रेस का ठहराव

***55. श्री अनूप प्रधान वाल्मीकि:**

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

(क) क्या सरकार को इस बात की जानकारी है कि दिल्ली-लखनऊ मार्ग पर चलने वाली स्वर्ण शताब्दी एक्सप्रेस और वंदे भारत एक्सप्रेस का अलीगढ़ में ठहराव है लेकिन हाथरस जंक्शन पर इनका निर्धारित ठहराव नहीं है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार को इस बात की जानकारी है कि हाथरस जिले के हजारों यात्रियों, छात्रों, व्यापारियों और आम लोगों को विभिन्न प्रयोजनों के लिए उत्तर प्रदेश की राजधानी लखनऊ तथा दिल्ली नियमित आना-जाना पड़ता है;

(ग) यदि हां, तो क्या सरकार लखनऊ तथा दिल्ली के लिए हाथरस और आस-पास के क्षेत्रों में बेहतर रेल संपर्क के साथ यात्रियों की सुविधा के लिए स्वर्ण शताब्दी एक्सप्रेस और वंदे भारत एक्सप्रेस का जनहित में हाथरस जंक्शन पर ठहराव प्रदान करने पर विचार कर रही है; और

(घ) यदि हां, तो प्रस्तावित समय-सीमा सहित इस संबंध में की-गई-कार्रवाई का ब्यौरा क्या है?

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

(क) से (घ): हाथरस स्टेशन के यात्रियों की सुविधा के लिए, दिनांक 07.09.2025 से गाड़ी सं. 18101/18102 टाटा नगर-जम्मू तवी एक्सप्रेस का हाथरस जंक्शन पर ठहराव प्रदान कर दिया गया है। तदनुसार, हाथरस स्टेशन के यात्रियों की आवश्यकताओं को पूरा करने के लिए हाथरस जंक्शन स्टेशन को वर्तमान में निम्नलिखित 36 रेलगाड़ी सेवाओं द्वारा सेवित किया जा रहा है।

क्र. सं.	गाड़ी सं. और नाम
1	12419 लखनऊ - नई दिल्ली एक्सप्रेस
2	12420 नई दिल्ली - लखनऊ एक्सप्रेस
3	12875 पुरी - आनंद विहार (टी) एक्सप्रेस
4	12876 आनंद विहार (टी) - पुरी एक्सप्रेस
5	13051 हावड़ा - कालका एक्सप्रेस
6	13052 कालका - हावड़ा एक्सप्रेस
7	14163 सूबेदारगंज - मेरठ सिटी एक्सप्रेस
8	14164 मेरठ सिटी - सूबेदारगंज एक्सप्रेस
9	14217 प्रयागराज संगम - चंडीगढ़ एक्सप्रेस
10	14218 चंडीगढ़ - प्रयागराज संगम एक्सप्रेस
11	15483 अलीपुरद्वार - दिल्ली एक्सप्रेस
12	15484 दिल्ली - अलीपुरद्वार एक्सप्रेस
13	15707 कटिहार - अमृतसर एक्सप्रेस
14	15708 अमृतसर - कटिहार एक्सप्रेस
15	15733 बालुरघाट - बठिंडा एक्सप्रेस
16	15734 बठिंडा - बालुरघाट एक्सप्रेस

17	15743 बालुरघाट - बठिंडा एक्सप्रेस
18	15744 बठिंडा - बालुरघाट एक्सप्रेस
19	18101 टाटानगर - जम्मू तवी एक्सप्रेस
20	18102 जम्मू तवी - टाटा नगर एक्सप्रेस
21	18309 संबलपुर - जम्मू तवी एक्सप्रेस
22	18310 जम्मू तवी - संबलपुर एक्सप्रेस
23	54355 बांदीकुई - बरेली पैसेंजर
24	54356 बरेली - बांदीकुई पैसेंजर
25	64154 अलीगढ़ – टूँडला मेमू
26	64165 टूँडला - अलीगढ़ मेमू
27	64167 गाजियाबाद - आगरा सिटी ईएमयू
28	64168 आगरा सिटी - गाजियाबाद ईएमयू
29	64581 हाथरस किला - दिल्ली मेमू
30	64582 दिल्ली - हाथरस किला मेमू
31	64583 टूँडला - दिल्ली मेमू
32	64584 दिल्ली - टूँडला मेमू
33	64585 हाथरस किला - हाथरस मेमू

34	64586 हाथरस - हाथरस किला मेमू
35	64703 गोविंदपुरी - अलीगढ़ मेमू
36	64704 अलीगढ़ - गोविंदपुरी मेमू

हाथरस और दिल्ली के बीच रेलगाड़ियां :-

वर्तमान में, 26 नियमित रेलगाड़ी सेवाएं और 02 विशेष रेलगाड़ी सेवाएं हाथरस - दिल्ली रेलखंड के यात्रियों की आवश्यकताओं को पूरा कर रही हैं। ये सेवाएं निम्नानुसार हैं:-

क्र. सं.	गाड़ी सं. और नाम
1	12419 लखनऊ - नई दिल्ली एक्सप्रेस
2	12420 नई दिल्ली - लखनऊ एक्सप्रेस
3	12875 पुरी - आनंद विहार (टी) एक्सप्रेस
4	12876 आनंद विहार (टी) - पुरी एक्सप्रेस
5	13051 हावड़ा - कालका एक्सप्रेस
6	13052 कालका - हावड़ा एक्सप्रेस
7	14217 प्रयागराज संगम - चंडीगढ़ एक्सप्रेस
8	14218 चंडीगढ़ - प्रयागराज संगम एक्सप्रेस
9	15483 अलीपुरद्वार - दिल्ली एक्सप्रेस
10	15484 दिल्ली - अलीपुरद्वार एक्सप्रेस

11	15707 कटिहार - अमृतसर एक्सप्रेस
12	15708 अमृतसर - कटिहार एक्सप्रेस
13	15733 बालुरघाट - बठिंडा एक्सप्रेस
14	15734 बठिंडा - बालुरघाट एक्सप्रेस
15	15743 बालुरघाट - बठिंडा एक्सप्रेस
16	15744 बठिंडा - बालुरघाट एक्सप्रेस
17	18101 टाटानगर - जम्मू तवी एक्सप्रेस
18	18102 जम्मू तवी - टाटा नगर एक्सप्रेस
19	18309 संबलपुर - जम्मू तवी एक्सप्रेस
20	18310 जम्मू तवी - संबलपुर एक्सप्रेस
21	64167 गाजियाबाद - आगरा सिटी ईएमयू
22	64168 आगरा सिटी - गाजियाबाद ईएमयू
23	64581 हाथरस किला - दिल्ली मेमू
24	64582 दिल्ली - हाथरस किला मेमू
25	64583 टूँडला - दिल्ली मेमू
26	64584 दिल्ली - टूँडला मेमू
27	02417 प्रयागराज - दादरी स्पेशल

28	02418 दादरी - प्रयागराज स्पेशल

हाथरस और लखनऊ के बीच रेलगाड़ियां :

वर्तमान में, 10 नियमित रेलगाड़ी सेवाएं हाथरस - लखनऊ रेलखंड के यात्रियों की आवश्यकताओं को पूरा कर रही हैं। ये सेवाएं निम्नानुसार हैं:-

क्र. सं.	गाड़ी सं. और नाम
1	12419 लखनऊ - नई दिल्ली एक्सप्रेस
2	12420 नई दिल्ली - लखनऊ एक्सप्रेस
3	12875 पुरी - आनंद विहार (टी) एक्सप्रेस
4	12876 आनंद विहार (टी) - पुरी एक्सप्रेस
5	15707 कटिहार - अमृतसर एक्सप्रेस
6	15708 अमृतसर - कटिहार एक्सप्रेस
7	15733 बालुरघाट - बठिंडा एक्सप्रेस
8	15734 बठिंडा - बालुरघाट एक्सप्रेस
9	15743 बालुरघाट - बठिंडा एक्सप्रेस
10	15744 बठिंडा - बालुरघाट एक्सप्रेस

गाड़ी सं. 12003/12004 लखनऊ-नई दिल्ली स्वर्ण शताब्दी एक्सप्रेस और गाड़ी सं. 22425/22426 अयोध्या कैंट-आनंद विहार (टी) वंदे भारत एक्सप्रेस का हाथरस के पास

अलीगढ़ में ठहराव निर्धारित है।

इसके अलावा, भारतीय रेल पर, रेलगाड़ी सेवाओं के ठहराव का प्रावधान यातायात औचित्य, रेलखंड पर अतिरिक्त समय की उपलब्धता सहित परिचालन व्यवहार्यता और प्लेटफॉर्म की लंबाई आदि जैसी समान अवसंरचना की उपलब्धता पर निर्भर करता है।

ILL EFFECTS OF DIGITAL ADDICTION AMONGST CHILDREN

***56. DR. SAMBIT PATRA:**

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

(a) whether the Government has conducted any survey regarding ill effects of digital addiction amongst the children;

(b) if so, the details of steps proposed by the Government to encourage the safe use of digital access among the children;

(c) whether there is any proposal to promote offline youth hubs and moderated school-hosted online spaces to promote safe use of digital space and if so, the details thereof; and

(d) whether there is any proposal under consideration of the Government to promote simpler devices for children with usage limits and family data plans separating educational and recreational use?

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

(a) to (d): The policies of the Government are aimed at ensuring an Open,

Safe, Trusted and Accountable Internet for its users, including children.

Legal structure:

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 promote digital well-being, user safeguards and responsible digital participation.

Obligations of intermediaries:

The IT Rules require that the intermediaries shall observe due diligence while discharging their duties and shall inform the users of computer resources not to host, display, upload, modify, publish, transmit, update or share any information that is harmful to children or violates any law for the time being in force.

Recent amendments in IT Rules to ensure citizen safety:

Recent amendments to IT Rules require social media platforms and other intermediaries to remove unlawful content within three hours of the receipt of an order of a court of competent jurisdiction or reasoned intimation by the Appropriate Government or its agency.

Data Protection:

Additionally, the Digital Personal Data Protection Act, 2023 ("DPDP Act") has been enacted which establishes the legal framework to regulate the processing of digital personal data. The DPDP Act provides a legal framework for safeguarding children's privacy online.

It mandates parental consent for processing children's personal data and

prohibits practices detrimental to their well-being such as tracking, behavioural monitoring or targeted advertising towards children.

Prohibiting online money gaming:

The Promotion and Regulation of Online Gaming Act, 2025, represents a major step to address digital addiction and financial harm among youth.

Blocking harmful content:

Section 79(3) (b) of IT Act, 2000 provides for notification to the intermediaries for removing/disabling access to unlawful content. Based on complaints, the Government regularly takes action against such intermediaries and OTT Platforms. The government has disabled 50 OTT Platforms for public access in India in last two years for displaying obscene content and for violation of Section 67 and 67A of the IT Act, Section 294 of the BNS and Section 4 of the Indecent Representation of Women (Prohibition) Act, 1986.

Digital addiction:

The Economic Survey 2025-26 mentions digital addiction as a serious public health challenge affecting India's children and youth, particularly those aged 15-29 who enjoy near-universal smartphone and internet access.

The Survey further highlights its profound impacts on cognitive development, academic performance, workplace productivity, social connectedness, and mental health, manifesting as anxiety, depression, sleep disorders, cyber bullying, and financial losses from compulsive gaming, social media, and online gambling.

Awareness campaigns:

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

So far, 6,650 awareness workshops have been conducted across the country covering 11.37 lakh+ participants, including school/colleges students, teachers, law enforcement, government personnel, and general public.

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

CERT-In also regularly shares safety and security tips and awareness posters, info-graphics and videos on its official websites and social media handles and is aimed at sensitizing internet users on cyber security attacks and frauds including online safety measures for children.

The Ministry of Education issued the PRAGYATA Guidelines on Digital Education in July 2020, which provide a framework for safe and effective online learning, including promotion of students’ well-being and responsible use of social media and electronic devices.

CBSE has supplemented these efforts through guidelines on digital etiquette, cyber-security training for teachers, publication of the ‘Cyber Security Handbook’, and advisories to schools for establishing Cyber Clubs to promote

cyber safety awareness.

NCERT has also incorporated cyber safety in its curriculum, including a chapter on “Societal Impacts” in Classes XI and XII, and CIET-NCERT has developed and disseminated resource materials on cyber safety.

IMPLEMENTATION OF USTTAD SCHEME

***57. DR. MOHAMMAD JAWED:**

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

(a) the details of the number of artisans and craftsman trained under the USTTAD Scheme during the last five years, State and district-wise particularly in Bihar;

(b) the amount allocated, released and utilised under the scheme during the said period, year and State-wise;

(c) whether any post training employment tracking, credit linkage, market linkage or entrepreneurship support has been provided to the beneficiaries and if so, the details thereof; and

(d) the details of initiatives undertaken to preserve, promote, brand and market traditional crafts of minority communities including participation in exhibitions, e-commerce platforms and export promotion activities?

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

(a) The USTTAD scheme was launched in 2015-16 for targeted capacity building and upgrading traditional skills of master crafts persons/ artisans.

Under the scheme, a total of 21,611 beneficiaries were trained across the country, out of which 544 beneficiaries were trained in the state of Bihar. The USTTAD scheme was converged as a traditional training sub-component of PM VIKAS Scheme in the year 2021-22, under which a total of 11,220 trainees has been allocated to Project Implementing Agencies (PIAs). However, no project under traditional component of PM VIKAS is allocated in the state of Bihar.

(b) The aforesaid schemes were implemented as a Central Sector Schemes through Project Implementing Agencies (PIAs). Therefore, no fund allocation was made to States/ UTs under the scheme.

The amount allocated, released and utilised under the USTTAD and PM VIKAS schemes during the past five years is as under:

(Rs. In crore)

Scheme name	2021-22		2022-23		2023-24		2024-25		2025-26	
	Fund allocated	Actual Exp	Fund allocated	Actual Exp	Fund allocated	Actual Exp	Fund allocated	Actual Exp	Fund allocated	Actual Exp
USTTAD	47	76.68	47	10.61	-	-	-	-	-	-
PM VIKAS Commit	-	-	-	-	215.98	209.42	200	203.35	112.1	62.97

ted Liabilities										
PM VIKAS	-	-	-	-	109.88	0	30	0	200	143.03

(c) and (d) Artisans and craft persons trained under USTTAD scheme were provided support for self-employment and SHG formation. They were also provided marketing linkages through Hunar Haats, which was re-christened as Lok Samvardhan Parv (LSP) in 2024. Through these programs, opportunity is given to artisans/craftsmen and culinary experts from across the country to showcase and market their handicrafts and indigenous products. The event has been designed not only to promote the traditional crafts but also to foster an innovative and entrepreneurial environment for marketing, export and online business, design, GST and sales, etc., by organising workshops with support from institutions like the Export Promotion Council for Handicrafts (EPCH). So far, 41 Hunar Haats and 06 Lok Samvardhan Parvs across the country have been conducted.

GROWTH IN SOLAR CAPACITY

***58. DR. SHRIKANT EKNATH SHINDE**

SHRIMATI BHARTI PARDHI

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

(a) the details of the growth in solar capacity from the year 2014 to 2026 achieving 50-fold expansion through National Solar Mission;

(b) whether this growth trajectory positions, India among global solar leaders alongside China and the United States and if so, the details thereof;

(c) whether solar parks spanning multiple States provide plug-and-play infrastructure reducing developer risks and enabling competitive tariff and if so, the details of operational capacity and projects under development;

(d) whether Production Linked Incentive (PLI) scheme allocation has attracted investments in integrated solar manufacturing covering the entire value chain from polysilicon to modules and if so, the details of capacity commissioned versus imports displaced thereof;

(e) whether rooftop solar segment has witnessed democratization generating decentralized power while reducing distribution losses and peak demand on grid infrastructure and if so, the details thereof; and

(f) whether the Mission's dual focus on utility-scale solar parks and distributed rooftop systems ensures balanced growth addressing both large-scale renewable energy targets and grassroots energy access and if so, the details thereof?

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

(a) India has achieved a tremendous growth in the solar capacity installation in the country since 2014. The total installed solar capacity now stands at 162.15

GW as on 30-06-2026, which is about 57-fold expansion, when compared to 2.82 GW installed as on 2013-14.

(b) As per, International Renewable Energy Agency's Renewable Energy Capacity Statistics 2026 report, India is now the 3rd largest in the world in terms of installed solar capacity.

(c) The scheme for "Development of Solar Parks and Ultra Mega Solar Power Projects" is designed to provide all essential infrastructure required for the development of solar power projects, including land, power evacuation facilities, roads, water facility, and other supporting infrastructure. These facilities are developed by the Solar Power Park Developer, enabling solar project developers to establish their projects efficiently and with minimal implementation challenges. So far, 56 Solar Parks with an aggregate capacity of 39,461 MW have been sanctioned across 14 States. Of these, solar power projects with a cumulative capacity of 18,919 MW have been commissioned in various Solar Parks.

(d) Under the Production Linked Incentive (PLI) Scheme for High Efficiency Solar PV Modules, letters of award have been issued for setting up of around 48.3 GW of fully/partially integrated solar PV module manufacturing units, involving manufacturing of polysilicon, ingot-wafer, cell, and module. As on 31.06.2026, around 42 GW of solar PV modules, 11.5 GW of solar PV cells, and around 2 GW of ingot-wafer manufacturing capacity has been set-up. This includes around 3.4 GW of fully integrated thin-film solar PV module manufacturing capacity. As per the information provided by the selected

manufacturers under PLI Scheme for high efficiency solar PV modules, investments of around ₹ 73,400 crore have been made under the Scheme as on 30.06.2026.

Further, as per the Export-Import Data Bank of the Department of Commerce, imports of solar modules have declined from around USD 4,354 million in FY 2023-24 to around USD 994 million in FY 2025-26.

(e) The Government has launched PM Surya Ghar: Muft Bijli Yojana (PM Surya Ghar: MBY) in February 2024, targeting installation of rooftop solar (RTS) for one crore households democartising decentralized renewable energy generation. A total of 47.26 lakh households have been benefitted under the scheme as on 18.07.2026. Since the electricity generation is near the point of consumption, it facilitates reduction in distribution losses and reduction in peak power demand of the grid during day time.

(f) The total installed solar capacity in the country as on 30-06-2026 is 162.15 GW, which includes 125.60 GW of utility scale projects, 30.11 GW of Rooftop projects and 6.43 GW of off-grid projects, which itself shows a balanced growth addressing both large-scale renewable energy targets and grassroots energy access.

ROOFTOP SOLAR INSTALLATION TARGET

***59. SHRI G SELVAM :**

SHRI C N ANNADURAI:

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

(a) whether the Government has set a target of providing rooftop solar installations to 75 lakh households across the country by December, 2026 and if so, the details thereof;

(b) the number of households covered so far under the scheme in Tamil Nadu, district-wise;

(c) the details of central financial assistance, subsidies and rooftop solar capacity created in Tamil Nadu during the last three years;

(d) whether urban and rural areas in Tamil Nadu, particularly those with high electricity demand are being prioritized for expanding rooftop solar installations and if so, the details thereof; and

(e) the measures taken by the Government to ensure timely installation, grid connectivity, consumer awareness and availability of vendors in Tamil Nadu so that the State contributes effectively towards achieving the national target by December, 2026?

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

(a) to (e): The Ministry of New and Renewable Energy (MNRE) has been implementing the PM Surya Ghar: Muft Bijli Yojana (PMSG: MBY) since February 2024, aiming to install rooftop solar (RTS) systems in one crore residential households across the country by FY 2026–27 with total financial outlay of Rs. 75021 Cr.

The PMSG: MBY is a demand-driven scheme wherein all residential

consumers in the country, including the rural and urban areas of the state of Tamil Nadu, having a grid-connected electricity connection with the local DISCOM, can avail the benefits of the scheme, for installation of RTS systems by applying on the National Portal (www.pmsuryaghar.gov.in) of the scheme.

Under the scheme, since its launch in February 2024, a total of 83,906 RTS systems have been installed in the state of Tamil Nadu, benefitting 99,321 households as on 20.07.2026. The district-wise details are given in the **STATEMENT.**

During the last three years, starting from the launch of the PMSG: MBY in February 2024 to 20.7.2026, a total amount of Rs. 576.66 Cr has been released, and 303.63 MW solar capacity has been installed under the scheme in the state of Tamil Nadu.

To ensure timely installation, grid connectivity, consumer awareness and availability of vendors to achieve overall RTS installations target across the country including in the state of Tamil Nadu, the Ministry has taken the following measures:

- Online process from application to disbursal of subsidy directly into the bank account of the residential consumer through the National Portal.
- Availability of collateral-free loan from nationalized banks at a concessional interest rate of repo-rate plus 50 bps, i.e., 5.75% per annum for the present, with a tenure of 10 years.

- 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.
- Capacity building and training programmes being conducted for creating skilled manpower.
- 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.
- Conducting regional review meetings from time to time.
- 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.

STATEMENT

District-wise details of progress made under the PMSG: MBY in the state of Tamil Nadu (As on 20.07.2026)

S No.	District	Installation (Nos.)	Households (Nos.)
1	Ariyalur	206	223
2	Chengalpattu	6428	10698
3	Chennai	9410	12788
4	Coimbatore	10725	15889
5	Cuddalore	1875	1875
6	Dharmapuri	659	663
7	Dindigul	1222	1222
8	Erode	4014	4349
9	Kallakurichi	610	610
10	Kanchipuram	2936	3083
11	Kanniyakumari	1862	1862
12	Karur	2214	2315
13	Krishnagiri	911	1210
14	Madurai	3358	3483
15	Mayiladuthurai	476	476
16	Nagapattinam	344	344
17	Namakkal	3826	3952

18	Perambalur	283	285
19	Pudukkottai	600	652
20	Ramanathapuram	547	547
21	Ranipet	726	726
22	Salem	3957	4139
23	Sivaganga	781	781
24	Tenkasi	720	815
25	Thanjavur	2628	2768
26	Theni	607	624
27	The Nilgiris	122	122
28	Thiruvallur	3560	3966
29	Thiruvarur	945	945
30	Thoothukkudi	1838	1838
31	Tiruchirappalli	3899	4280
32	Tirunelveli	1858	1900
33	Tirupathur	442	442
34	Tiruppur	3790	3909
35	Tiruvannamalai	1036	1043
36	Vellore	1417	1423
37	Viluppuram	945	945
38	Virudhunagar	2129	2129
	Total	**83,906**	**99,321**

श्रावस्ती के लिए रेलवे कनेक्टिविटी

***60. श्री राम शिरोमणि वर्मा:**

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

(क) क्या सरकार को इस बात की जानकारी है कि उत्तर प्रदेश का श्रावस्ती जिला एक आकांक्षी जिला होने और बौद्ध पर्यटन स्थल के रूप में इसका ऐतिहासिक, धार्मिक और अंतर्राष्ट्रीय महत्व होने के बावजूद अभी भी रेलवे नेटवर्क से जुड़ा नहीं है;

(ख) क्या सरकार ने श्रावस्ती को रेल नेटवर्क से जोड़ने के लिए किसी नई रेल परियोजना को मंजूरी दी है और यदि हां, तो उक्त परियोजना की वर्तमान स्थिति क्या है और स्वीकृत/खर्च की गई धनराशि और कुल अनुमानित लागत कितनी है तथा रेल सेवाओं के पूरा और शुरू होने की अपेक्षित समय-सीमा क्या है और अब तक कितने प्रतिशत कार्य पूरा हो चुका है;

(ग) क्या सरकार का विचार बलरामपुर, तुलसीपुर, कौवापुर, गेनसारी और श्रावस्ती क्षेत्र के यात्रियों की सुविधा के लिए रेलगाड़ियों की संख्या में वृद्धि करते हुए और प्रमुख रेलगाड़ियों का ठहराव प्रदान करने का है; और

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

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

(क) से (घ): श्रावस्ती जिले से गुजरने वाली बहराइच-खलीलाबाद नई लाइन परियोजना (240 किमी) को 4,940 करोड़ रुपए की लागत पर स्वीकृत किया गया है। मार्च 2026 तक 1,525 करोड़ रुपए का व्यय किया गया है और वर्ष 2026-27 में इस परियोजना के लिए 686 करोड़ रुपए का परिव्यय प्रदान किया गया है।

इस परियोजना को राज्य सरकार के माध्यम से भूमि अधिग्रहण के लिए "विशेष रेल परियोजना" के रूप में अधिसूचित किया गया है। प्रमुख खंड-वार प्रगति निम्नानुसार है:

खंड	कार्यों की स्थिति
खलीलाबाद-बांसी (54 किमी)	भूमि अधिग्रहण: 254.44 हेक्टेयर में से 246.81 हेक्टेयर भूमि अधिगृहीत कर ली गई है, शेष भूमि का अधिग्रहण शुरू कर दिया गया है। खुदाई कार्य: 61.71 लाख घन मीटर में से 37.03 लाख घन मीटर खुदाई का कार्य पूर्ण कर लिया गया है और आगे का कार्य शुरू किया गया है। बड़े पुल: सभी 26 बड़े पुलों पर कार्य शुरू कर दिया गया है। निचले सड़क पुल: 56 निचले सड़क पुलों में से 27 का कार्य पूर्ण कर लिया गया है तथा शेष निचले सड़क पुलों पर कार्य शुरू कर दिया गया है। ऊपरी सड़क पुल: सभी 4 ऊपरी सड़क पुलों पर कार्य शुरू कर दिया गया है। स्टेशन भवन: सभी 7 स्टेशन भवनों पर कार्य शुरू कर दिया गया है।
बांसी-इकौना (120 किमी)	भूमि अधिग्रहण: 568.22 हेक्टेयर में से 48.02 हेक्टेयर भूमि अधिगृहीत कर ली गई है और शेष भूमि का अधिग्रहण शुरू कर दिया गया है।
इकौना-बहराइच (66 किमी)	भूमि अधिग्रहण: 329.60 हेक्टेयर में से 274.17 हेक्टेयर भूमि अधिगृहीत कर ली गई है और शेष भूमि का अधिग्रहण शुरू कर दिया गया है।

<u>उत्तर प्रदेश:</u>

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

2026-27	20,012 करोड़ रुपए (18 गुना से अधिक)

रेलपथ निर्माण:

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथों के निर्माण का ब्यौरा निम्नानुसार है:-

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथ की औसत कमीशनिंग
2009-14	996 किलोमीटर	199 किलोमीटर प्रतिवर्ष
2014-26	5,499 किलोमीटर	458 किलोमीटर प्रतिवर्ष (2 गुना से अधिक)

स्वीकृत परियोजनाएं:

01.04.2026 की स्थिति के अनुसार, उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली 62,417 करोड़ रुपए की लागत पर 3,691 किलोमीटर कुल लंबाई की 49 परियोजनाएं (09 नई लाइन, 01 आमान परिवर्तन और 39 दोहरीकरण) स्वीकृत की गई हैं। कार्य की संक्षेप में स्थिति निम्नानुसार है:-

कोटि	परियोजनाओं की संख्या	कुल लंबाई (किलोमीटर में)	कमीशन की गई लंबाई (किलोमीटर में)	मार्च, 2026 तक किया गया व्यय (करोड़ रुपए में)
नई लाइन	09	1,200	365	11,885
आमान परिवर्तन	01	11	0	27
दोहरीकरण/बहुपथन	39	2,480	985	21,631
कुल	49	3,691	1,350	33,543

हाल ही में पूरी की गई परियोजनाएं:

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली तथा हाल ही में पूरी की गई कुछ परियोजनाओं का ब्यौरा निम्नानुसार है:

क्र सं	परियोजना	लागत (₹ करोड़ में)
1	मेरठ-मुज़फ्फरनगर दोहरीकरण (55 किमी)	430
2	बहराइच-नेपालगंज आमान परिवर्तन (56 किमी)	342
3	बलिया-गाजीपुर सिटी दोहरीकरण (65 किमी)	650
4	गाजीपुर सिटी-तारीघाट नई लाइन (17 किमी)	1,766
5	गोंडा-गोरखपुर लूप आमान परिवर्तन (260 किमी)	863
6	गोंडा-बहराइच आमान परिवर्तन (60 किमी)	318
7	बाराबंकी-अकबरपुर दोहरीकरण (161 किमी)	1,700
8	कप्तानगंज-छपरा आमान परिवर्तन (234 किमी)	819
9	पीलीभीत-शाहजहाँपुर आमान परिवर्तन (83 किमी)	589
10	इंदारा-दोहरीघाट आमान परिवर्तन (34 किमी)	213
11	लखनऊ-पीलीभीत आमान परिवर्तन (263 किमी)	1,634
12	भदोही-जंघई दोहरीकरण (31 किमी)	168
13	लहोटा-भदोही दोहरीकरण (39 किमी)	184

14	इटावा-मैनपुरी नई लाइन (58 किमी)	313
15	फाफामऊ-प्रयागराज दोहरीकरण (14 किमी)	212
16	मुजफ्फरनगर-टपरी दोहरीकरण (52 किमी)	525
17	उतरेटिया-रायबरेली दोहरीकरण (66 किमी)	662
18	रायबरेली-अमेठी दोहरीकरण (60 किमी)	668
19	आलमनगर-उतरेटिया दोहरीकरण (20 किमी)	358
20	भीमसेन-झाँसी दोहरीकरण (206 किमी)	2,620
21	डोमिनगढ़-कुसुम्ही तीसरी लाइन एवं गोरखपुर-नकहा जंगल दोहरीकरण (21 किमी)	508
22	मल्हौर-डालीगंज दोहरीकरण (13 किमी)	183
23	रूमाचकेरी-चंदारी तृतीय लाइन (13 किमी)	177
24	बरेली-टनकपुर आमान परिवर्तन (102 किमी)	313
25	रोसा-बुढ़वल दोहरीकरण (181 किमी)	2,094
26	जौनपुर-अकबरपुर दोहरीकरण (77 किमी)	676
27	रामना-सिंगरौली दोहरीकरण (160 किमी)	2,436
28	जंघई-फाफामऊ दोहरीकरण (47 किमी)	414
29	वाराणसी-प्रयागराज दोहरीकरण (120 किमी)	2,018

30	करैला रोड-शक्तिनगर दोहरीकरण (32 किमी)	763
31	देवबंद-रुड़की नई लाइन (27 किमी)	1,289
32	आगरा-इटावा नई लाइन (110 किमी)	427
33	फेफना-इंदारा, मऊ-शाहगंज दोहरीकरण (150 किमी)	1,778
34	जंघई-प्रतापगढ़-अमेठी दोहरीकरण (87 किमी)	1,429
35	बुढ़वल-गोंडा तृतीय लाइन (62 किमी)	1,308

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 में)
1	बाराबंकी-बुढ़वल तीसरी लाइन (27 किमी)	426
2	बुढ़वल- गोंडा कचहरी चौथी लाइन (56 किमी)	796
3	बहराइच-खलीलाबाद नई लाइन (240 किमी)	4,940
4	कटरा-अयोध्या धाम दोहरीकरण (10 किमी)	466
5	पंडित दीन दयाल उपाध्याय-प्रयागराज तीसरी लाइन (150 किमी)	2,649
6	बिल्ली-चुनार दोहरीकरण (102 किमी)	1,424
7	छपरा-बलिया दोहरीकरण (65 किमी)	1,046
8	एटा-कासगंज नई लाइन (29 किमी)	389
9	गोरखपुर-वाल्मीकिनगर दोहरीकरण (96 किमी)	1,121

10	वाराणसी-पंडित दीन दयाल उपाध्याय तीसरी और चौथी लाइन (15 किमी)	2,464
11	झांसी- मानिकपुर और खैरार-भीमसेन दोहरीकरण (431 किमी)	4,330
12	सहजनवा-दोहरीघाट नई लाइन (81 किमी)	1,320
13	प्रयागराज (इरादतगंज)-मानिकपुर तीसरी लाइन (84 किमी)	1,508
14	भटनी-औड़िहार दोहरीकरण (117 किमी)	2,529
15	मथुरा-झांसी तीसरी लाइन (274 किमी)	5,961
16	आगरा फोर्ट-बांदीकुई दोहरीकरण (150 किमी)	988
17	बाराबंकी-मल्हौर तीसरी और चौथी लाइन (33 किमी)	450
18	फाफामऊ-ऊंचाहार दोहरीकरण (72 किमी)	899
19	औड़िहार-वाराणसी सिटी तीसरी लाइन (31 किमी)	497
20	गाजियाबाद-सीतापुर तीसरी और चौथी लाइन (403 किमी)	14,926
21	नागदा-मथुरा तीसरी और चौथी लाइन (568 किमी)	16,403
22	बुढ़वल-सीतापुर सिटी तीसरी और चौथी लाइन (103 किमी)	2,276

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

- भूमि अधिग्रहण
- वन संबंधी स्वीकृति
- अतिलंघनकारी जनोपयोगी सुविधाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियाँ
- क्षेत्र की भूवैज्ञानिक और स्थलाकृतिक परिस्थितियाँ

- परियोजना स्थल के क्षेत्र में कानून और व्यवस्था की स्थिति
- किसी परियोजना स्थल के लिए वर्ष में कार्य करने के महीनों की संख्या आदि।

रेलगाड़ी सेवाएं:

भारतीय रेल लगातार संपर्कता में सुधार करने और यात्रियों की यात्रा को सुविधाजनक बनाने का प्रयास करती है और इस उद्देश्य के लिए 2025-26 और 2026-27 (जून, 2026 तक) के दौरान निम्नलिखित कार्य किए गए हैं जो अन्य स्थानों के साथ-साथ, बलरामपुर, तुलसीपुर, कौवापुर और गैंसड़ी के यात्रियों की आवश्यकता को पूरा करते हैं:

1. 26.05.2026 से 55061/55062 नकहा जंगल-ऐशबाग पैसेंजर शुरू की गई है, जिसके ठहराव बलरामपुर, तुलसीपुर, कौवापुर और गैंसड़ी में दिए गए हैं।
2. 14.05.2026 से 14663/14664 न्यू जलपाईगुड़ी-अमृतसर अमृत भारत एक्सप्रेस शुरू की गई है, जिसका ठहराव बलरामपुर में दिया गया है।

इसके अलावा, बलरामपुर में ठहराव के साथ 14045/14046 गोरखपुर-दिल्ली अमृत भारत एक्सप्रेस शुरू करने और तुलसीपुर में ठहराव के साथ 13507/13508 आसनसोल-गोरखपुर एक्सप्रेस को बलरामपुर तक बढ़ाने का निर्णय लिया गया है।

वर्तमान में, बलरामपुर जो श्रावस्ती जिले में स्थित एक प्रमुख स्टेशन है, जिसे 26 रेलगाड़ी सेवाओं द्वारा सेवित किया जाता है जो अन्य स्थानों के साथ-साथ दिल्ली, मुंबई, लखनऊ, गोरखपुर, अमृतसर आदि जैसे गंतव्यों को संपर्कता प्रदान करती हैं।

इसी तरह, तुलसीपुर, कौवापुर और गैंसड़ी स्टेशनों को क्रमशः 22 रेलगाड़ी सेवाएं, 08 रेलगाड़ी सेवाएं और 08 रेलगाड़ी सेवाओं द्वारा सेवित किया जाता है। इन स्टेशनों को सेवित करने वाली रेलगाड़ियों की सूची निम्नानुसार है:

बलरामपुर स्टेशन को सेवित करने वाली रेलगाड़ियां:

क्र. सं.	गाड़ी सं. और नाम
1	14663 न्यू जलपाईगुड़ी-अमृतसर अमृत भारत एक्सप्रेस
2	14664 अमृतसर-न्यू जलपाईगुड़ी अमृत भारत एक्सप्रेस
3	11079 लोकमान्य तिलक (टी)-गोरखपुर एक्सप्रेस
4	11080 गोरखपुर-लोकमान्य तिलक (टी) एक्सप्रेस
5	12571 गोरखपुर-आनंद विहार (टी) एक्सप्रेस
6	12572 आनंद विहार (टी)-गोरखपुर एक्सप्रेस
7	15009 गोरखपुर-इज्जतनगर एक्सप्रेस
8	15010 इज्जतनगर-गोरखपुर एक्सप्रेस
9	15065 गोरखपुर-पनवेल एक्सप्रेस
10	15066 पनवेल-गोरखपुर एक्सप्रेस
11	15067 गोरखपुर-बांद्रा (टी) एक्सप्रेस
12	15068 बांद्रा (टी)-गोरखपुर एक्सप्रेस
13	15069 गोरखपुर-ऐशबाग एक्सप्रेस
14	15070 ऐशबाग-गोरखपुर एक्सप्रेस
15	15081 गोरखपुर-गोमती नगर एक्सप्रेस
16	15082 गोमती नगर-गोरखपुर एक्सप्रेस
17	15705 कटिहार-दिल्ली एक्सप्रेस
18	15706 दिल्ली जंक्शन-कटिहार एक्सप्रेस
19	22199 ग्वालियर-बलरामपुर एक्सप्रेस
20	22200 बलरामपुर-ग्वालियर एक्सप्रेस

21	22921 बांद्रा (टी)-गोरखपुर एक्सप्रेस
22	22922 गोरखपुर-बांद्रा (टी) एक्सप्रेस
23	55061 नकहा जंगल-ऐशबाग पैसेंजर
24	55062 ऐशबाग-नकहा जंगल पैसेंजर
25	75107 नकहा जंगल-गोंडा डेमू
26	75108 गोंडा-नकहा जंगल डेमू

तुलसीपुर स्टेशन को सेवित करने वाली रेलगाड़ियां:

क्र. सं.	गाड़ी सं. और नाम
1	11079 लोकमान्य तिलक (टी)-गोरखपुर एक्सप्रेस
2	11080 गोरखपुर-लोकमान्य तिलक (टी) एक्सप्रेस
3	12571 गोरखपुर-आनंद विहार (टी) एक्सप्रेस
4	12572 आनंद विहार (टी)-गोरखपुर एक्सप्रेस
5	15009 गोरखपुर-इज्जतनगर एक्सप्रेस
6	15010 इज्जतनगर-गोरखपुर एक्सप्रेस
7	15065 गोरखपुर-पनवेल एक्सप्रेस
8	15066 पनवेल-गोरखपुर एक्सप्रेस
9	15067 गोरखपुर-बांद्रा (टी) एक्सप्रेस
10	15068 बांद्रा (टी)-गोरखपुर एक्सप्रेस
11	15069 गोरखपुर-ऐशबाग एक्सप्रेस
12	15070 ऐशबाग-गोरखपुर एक्सप्रेस
13	15081 गोरखपुर-गोमती नगर एक्सप्रेस

14	15082 गोमती नगर-गोरखपुर एक्सप्रेस
15	15705 कटिहार-दिल्ली एक्सप्रेस
16	15706 दिल्ली-कटिहार एक्सप्रेस
17	22921 बांद्रा (टी)-गोरखपुर एक्सप्रेस
18	22922 गोरखपुर-बांद्रा (टी) एक्सप्रेस
19	75107 नकहा जंगल-गोंडा डेमू
20	75108 गोंडा-नकहा जंगल डेमू
21	55061 नकहा जंगल-ऐशबाग पैसेंजर
22	55062 ऐशबाग-नकहा जंगल पैसेंजर

कौवापुर स्टेशन को सेवित करने वाली रेलगाड़ियां:

क्र. सं.	गाड़ी सं. और नाम
1	11079 लोकमान्य तिलक (टी)-गोरखपुर एक्सप्रेस
2	11080 गोरखपुर-लोकमान्य तिलक (टी) एक्सप्रेस
3	15067 गोरखपुर-बांद्रा (टी) एक्सप्रेस
4	15068 बांद्रा (टी)-गोरखपुर एक्सप्रेस
5	55061 नकहा जंगल-ऐशबाग पैसेंजर
6	55062 ऐशबाग-नकहा जंगल पैसेंजर
7	75107 नकहा जंगल-गोंडा डेमू
8	75108 गोंडा-नकहा जंगल डेमू

गैंसड़ी स्टेशन को सेवित करने वाली रेलगाड़ियां:

क्र. सं.	गाड़ी सं. और नाम
1	11079 लोकमान्य तिलक (टी)-गोरखपुर एक्सप्रेस
2	11080 गोरखपुर-लोकमान्य तिलक (टी) एक्सप्रेस
3	15067 गोरखपुर-बांद्रा (टी) एक्सप्रेस
4	15068 बांद्रा (टी)-गोरखपुर एक्सप्रेस
5	75107 नकहा जंगल-गोंडा डेमू
6	75108 गोंडा-नकहा जंगल डेमू
7	55061 नकहा जंगल-ऐशबाग पैसेंजर
8	55062 ऐशबाग-नकहा जंगल पैसेंजर

इसके अलावा, भारतीय रेल में परिचालनिक व्यवहार्यता, संसाधनों की उपलब्धता, यातायात औचित्य आदि के अध्यधीन, रेलगाड़ी सेवाओं की शुरुआत/ठहरावों का प्रावधान करना, सतत प्रक्रियाएं हैं।

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(ii) Unstarred Question Nos. 461 to 690

IMPACT OF EL NINO CONDITIONS ON THE SOUTHWEST MONSOON

461. PROF. SOUGATA RAY:

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

(a) whether the Government has assessed the impact of El Niño conditions on the southwest monsoon during the current year and if so, the details thereof;

(b) whether several States have experienced deficient rainfall on account of El Niño and if so, the details thereof;

(c) the details of likely impact of the rainfall deficit on agriculture, drinking water availability and hydroelectric power generation; and

(d) the details of measures taken by the Government to mitigate the adverse effects of deficient rainfall?

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

(a) Yes. The Government continuously monitors the possible impact of El Niño conditions on the Southwest Monsoon through scientific assessments carried out by the India Meteorological Department (IMD)

under the Ministry of Earth Sciences. For the current year, IMD assessed that the ongoing and expected El Niño conditions are likely to weaken the Southwest Monsoon, resulting in below normal rainfall over the country. In its First Stage Long Range Forecast issued on 13 April 2026, IMD predicted seasonal rainfall at 92% of the Long Period Average (LPA) (±5% model error). In the Second Stage Long Range Forecast, the seasonal rainfall forecast was revised to 90% of the LPA (±4% model error). In addition, the Indian Institute of Tropical Meteorology (IITM) under the Ministry of Earth Sciences, using its experimental seasonal prediction system, indicated that India may receive 10–12% below-normal rainfall, with the deficiency being mainly attributed to the prevailing El Niño conditions. These forecasts and assessments are issued well in advance to help governments, farmers, and other stakeholders plan and take necessary preparedness measures.

(b) Yes. Several States have experienced deficient rainfall, and El Niño has been one of the contributing factors. El Niño generally leads to drier-than-normal conditions over much of India, although its impact varies from region to region. Other weather systems, particularly the Indian Ocean Dipole (IOD), can influence and sometimes reduce the impact of El Niño. Current weather model guidance indicates the possibility of a positive IOD developing during the later part of the monsoon, which may help improve rainfall in some regions. The India Meteorological

Department (IMD) monitors rainfall across the country every day, week, month, and throughout the monsoon season. Rainfall is compared with the Long Period Average (LPA), which represents the normal rainfall based on historical data. Rainfall during the Southwest Monsoon naturally varies across different regions and at different times because of the monsoon's changing weather patterns. As a result, some areas may experience temporary rainfall deficits during certain periods.

(c) India Meteorological Department (IMD) under the Ministry of Earth Sciences provides regular weather forecasts and agro-meteorological advisories to help farmers manage rainfall variability. The Ministry of Power has reviewed the likely impact of El Niño on the power sector and has assessed that, while rainfall variability may affect hydropower generation and electricity demand, the country's overall power supply remains adequate. The Ministry of Power has also issued advisories to States and power utilities to strengthen preparedness, optimize power generation and transmission, and ensure reliable electricity supply during the monsoon season under evolving El Niño conditions.

(d) The Government has taken comprehensive measures to ensure reliable electricity supply and minimise the impact of deficient rainfall and possible El Niño conditions. The Ministry of Power is regularly reviewing the power situation and has assessed electricity demand, hydroelectric generation and fuel availability in view of likely rainfall variations. An advisory has also been issued to all States/UTs and power utilities to

strengthen preparedness through preventive maintenance of power infrastructure, optimal operation of hydro and thermal power plants, adequate coal stock, improved transmission and distribution reliability, demand-side management, promotion of renewable energy and battery storage, efficient power procurement, and close coordination among grid operators to ensure uninterrupted power supply and maintain grid stability during deficient rainfall conditions.

वर्षा की कमी

462. श्री बाबू सिंह कुशवाहा:

क्या **पृथ्वी विज्ञान** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या भारत मौसम विज्ञान विभाग के अनुसार देश के कई हिस्सों में पिछले वर्ष की तुलना में मानसून सीजन 2026 के दौरान बारिश की कमी दर्ज की गई है और यदि हां, तो तत्संबंधी राज्य-वार ब्यौरा क्या है;

(ख) क्या बारिश की कमी से कृषि उत्पादन, जल संसाधन, पेयजल उपलब्धता और भूजल स्तर प्रभावित हुआ है और यदि हां, तो इस संबंध में सरकार के आकलन का ब्यौरा क्या है;

(ग) क्या असमान वर्षा के कारण कुछ राज्यों में सूखे ओर बाढ़ जैसी स्थिति पैदा हो गई है और यदि हां, तो तत्संबंधी राज्य और जिला-वार ब्यौरा क्या है; और

(घ) क्या सरकार का मौसम पूर्वानुमान प्रणाली को मजबूत करने , जल संरक्षण को बढ़ावा देने और सूखा प्रभावित क्षेत्रों के लिए विशेष राहत तथा दीर्घकालिक समाधान प्रदान करने के लिए किसी नई योजना को लागू करने का विचार 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) पृथ्वी विज्ञान मंत्रालय के तहत भारत मौसम विज्ञान विभाग (IMD) 'दीर्घ अवधि औसत' (LPA) के आधार पर रोज़ाना, साप्ताहिक और मौसमी बारिश की निगरानी करता है। 2026 में दक्षिण-पश्चिम मॉनसून की बारिश, मौसम के शुरुआती हफ़्तों में देश के कई हिस्सों में सामान्य से कम रही है। हालाँकि, बारिश हर जगह और हर हफ़्ते अलग-अलग होती है, और कुछ इलाकों में सामान्य या सामान्य से ज़्यादा बारिश हुई है। 14 जुलाई 2026 तक, देश में सामान्य से 21% कम बारिश हुई; दक्षिण-पश्चिम मॉनसून में प्राकृतिक बदलावों के कारण कई मौसम संबंधी उप-क्षेत्रों में कम बारिश दर्ज की गई, जबकि अन्य जगहों पर सामान्य या ज़रूरत से ज़्यादा बारिश हुई।

(ख) खेती, जल संसाधनों, पेय जल और भूजल पर बारिश के प्रभाव का आकलन संबंधित मंत्रालयों और राज्य सरकारों द्वारा किया जाता है। फिलहाल, अनाज के उत्पादन पर देशव्यापी असर का कोई संकेत नहीं है।

(ग) भारत में मॉनसून की बारिश में स्वाभाविक रूप से जगह और समय के हिसाब से बदलाव होता रहता है, जिसके कारण अलग-अलग इलाकों में बारिश की कमी या ज़रूरत से ज़्यादा बारिश हो सकती है। भारत मौसम विज्ञान विभाग (IMD) लगातार बारिश के वितरण पर नज़र रखता है और मौसम का पूर्वानुमान व चेतावनी जारी करता है, ताकि प्रशासनिक अधिकारी आवश्यक कदम उठा सकें। सूखा या बाढ़ की स्थिति का आकलन और घोषणा करना संबंधित राज्य सरकारों की ज़िम्मेदारी है, जो कृषि और किसान कल्याण मंत्रालय तथा गृह मंत्रालय के साथ मिलकर यह काम करती हैं।

(घ) सरकार, पृथ्वी विज्ञान मंत्रालय के प्रमुख कार्यक्रम 'मिशन मौसम' के ज़रिए मौसम का पूर्वानुमान लगाने की क्षमता को मज़बूत कर रही है। इस मिशन का उद्देश्य मौसम से जुड़ी

जानकारी जुटाने के तरीकों को बेहतर बनाना, मौसम से जुड़ी अलग-अलग भौतिक प्रक्रियाओं को बेहतर ढंग से समझना और ऐसे एडवांस्ड न्यूमेरिकल मॉडल विकसित करना है जिनमें इन प्रक्रियाओं को शामिल किया गया हो, ताकि मौसम का सटीक पूर्वानुमान लगाने की क्षमता बढ़ाई जा सके।

INFORMATION SECURITY AUDITING ORGANISATIONS

463. SHRI BASTIPATI NAGARAJU:

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

(a) the details of Information Security Auditing Organisations empanelled by CERT-In (Indian - Computer Emergency Response Team) for conducting vulnerability assessment, penetration testing and other security audits, State-wise;

(b) the number of cybersecurity risks, vulnerabilities or non-compliances identified through the audits conducted for the banking sector between 2021 to 2025, year-wise;

(c) the details of the efficacy of such audits including whether CERT-In has conducted any assessment of improvements in cybersecurity posture, reduction in incidents or compliance levels following these audits;

(d) whether the Government proposes to expand the empanelled auditor network or revise audit guidelines to strengthen cybersecurity in the banking sector; and

(e) 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): The Indian Computer Emergency Response Team (CERT-In) has empanelled 237 information security auditing organisations to support and audit implementation of Information Security best practices across country. The State-wise distribution of these empanelled auditing organisations is given below:

S No	States/UT's	Nos
1	Andhra Pradesh	3
2	Chandigarh	1
3	Delhi	20
4	Gujarat	14
5	Haryana	16
6	Jharkhand	2
7	Karnataka	31
8	Kerala	10
9	Madhya Pradesh	1
10	Maharashtra	77
11	Punjab	1
12	Rajasthan	2

13	Tamil Nadu	24
14	Telangana	6
15	Uttar Pradesh	21
16	Uttarakhand	1
17	West Bengal	7
Total		**237**

A total of 34,017 cyber security audits were conducted by CERT-In empanelled auditing organisations for the banking sector during the period 2021–2025. The year-wise breakup is given below:

Year	**No of Audits**
2021	3,121
2022	4,010
2023	6,935
2024	7,732
2025	12,219
Total	**34,017**

CERT-In empanelled information security auditing organisations are consulted frequently by the entities in banking sector for their auditing requirements. The vulnerabilities identified by the empanelled organisations during the initial audits are addressed by the respective entities through appropriate remediation measures, including patching and mitigation. Subsequently, the

auditing organisations conduct revalidation audits to verify the effective closure of the identified vulnerabilities and assess compliance with the prescribed cybersecurity requirements and recommendations.

CERT-In has taken following measures to improve cyber security posture through audits:

1. CERT-In has issued the “Comprehensive Cyber Security Audit Policy Guidelines” with the strategy to carry out cyber security audits in a consistent, effective, and secure manner across sectors including critical infrastructure.
2. CERT-In conducts regular interaction sessions with auditing organizations, such as “SAMVAAD” annual conference to strengthen the national cybersecurity audit ecosystem and bolster cyber resilience through knowledge sharing and regulatory alignment.
3. CERT-In has issued Guidelines for “Secure Application Design, Development, Implementation and Operations” for the entities engaged in developing or outsourcing application development.

ALLOCATION FOR ISM 2.0

464. SHRI EATALA RAJENDER:

SHRI CHAMALA KIRAN KUMAR REDDY:

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

(a) whether the Government worked out a proposal entailing an allocation of Rs 1.25 lakh crore for the India Semiconductor Mission 2.0 as the country looks to advance global chip-making ambitions and cement its position as a semiconductor destination for the world;

(b) if so, the details thereof along with the progress made, goals set and achieved in Telangana;

(c) whether India's semiconductor push is likely to create countless jobs and Government opened semiconductor facilities recently such clusters is likely to bring about economic transformation urges youth to tap new opportunities in the emerging Artificial Intelligence era;

(d) if so, the details thereof, State-wise particularly for Telangana and Andhra Pradesh;

(e) the details of jobs given and action plan worked for Viksit Bharat-2047 along with the funds sanctioned and spent therefor; and

(f) the details of DPRs and other proposals submitted by State Government of Telangana to Central Government and the action taken on semiconductor issues and its development in the said States?

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): In order to sustain the momentum created by the projects approved so far, the Cabinet approved Semicon2.0 on 15.07.2026 with an outlay of ₹1.275 lakh crore. This initiative aims to establish a self-reliant, globally competitive

semiconductor design and manufacturing ecosystem covering following six pillars:

	Pillars	Segment
1	Design of Chips	Strategic and commercial chips
2	Machines and materials	Equipment, chemicals, gases, materials
3	Setting up more Fabs	Silicon, display, compound etc.
4	Further strengthening the ATMP/OSAT industry	Advanced and legacy packaging
5	Research and Development	Advanced technologies
6	Talent Development	Design and manufacturing talent

Semicon India Programme is a pan-India programme. Applicants choose the project location depending on various parameters such as uninterrupted power supply, availability and quality of water, land availability, proximity of airport, incentives offered under State government policies and other measures relating to ease of doing business provided by the State Governments.

The semiconductor industry is a foundational industry. All sectors of the economy such as industrial, consumer, defence, telecommunication and automotive etc depend on semiconductors. This sector offers transformative capabilities by driving technological innovation, economic growth, and strategic self-reliance. Owing to the foundational nature of this industry, it has the potential to generate large scale highly skilled direct and indirect employment.

(f): Under Semicon India Programme, the proposals and its Detailed Project Reports (DPRs) are submitted by the applicant companies. The applicant companies make the decision for the location of the Project.

IMPLEMENTATION OF DIGITAL INDIA-GENESIS PROGRAMME IN MAHARASHTRA

465. SHRI BHASKAR MURLIDHAR BHAGARE:

SHRI BALWANT BASWANT WANKHADE:

DR. AMOL RAMSING KOLHE:

SHRIMATI SUPRIYA SULE:

PROF. VARSHA EKNATH GAIKWAD:

SHRI SANJAY DINA PATIL:

SHRI DHAIRYASHEEL RAJSINH MOHITE PATIL:

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

(a) whether the Government has reviewed the implementation of Digital India-GENESIS programme in Maharashtra and if so, the details thereof;

(b) the details of start-ups, incubators and innovation hubs in Tier-II and Tier-III cities of Maharashtra that have been supported under the programme during the last three years and the current year;

(c) whether objectives of promoting collaborative engagement among start-ups, Government and corporates for digitisation and employment generation have been achieved in the said State and if so, the details thereof;

(d) whether the Government is aware that start-ups in non-metro regions of Maharashtra continue to face inadequate infrastructure, limited access to mentors and funding constraints and if so, the details thereof; and

(e) the details of the steps taken or proposed to expand the coverage of Digital India-GENESIS and strengthen start-up ecosystem in Tier-II and Tier-III cities of Maharashtra 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): **GENESIS:** Government of India started implementation of 'Gen-Next Support for Innovative Startups (GENESIS)' Scheme in the year 2023 with the aim to strengthen the startup ecosystem in Tier-II and Tier-III cities across India.

The scheme envisages to discover, nurture and grow more than 1,600 technology startups with an outlay of Rs. 490 Crore over period of five years. The scheme is being implemented by the MeitY Startup Hub (MSH) through 65 incubators.

Under GENESIS Scheme, following three Incubators have been approved in Maharashtra:

1. Atal Incubation Centre (AIC)- Agricultural Development Trust (ADT) Baramati Foundation, Baramati
2. IIM Nagpur Foundation for Entrepreneurship Development (InFED),

Nagpur

3. Marathwada Accelerator for Growth and Incubation Council (MAGIC), MIDC Industrial Area, Chhatrapati Sambhajinagar (Aurangabad)

As of now, a total of 653 startups have been supported across the country, including 24 startups supported in Maharashtra with funding, incubation, mentoring, lab support and other incubation services.

The details of the startups supported under the Scheme through these incubators in the State of Maharashtra during the last three years and the current year are as below:

S.No	**Name of the Incubators in the State of Maharashtra**	**Number of Startups supported during the last three years and the current year**
1	Atal Incubation Centre (AIC)-Agricultural Development Trust (ADT) Baramati Foundation, Baramati	6
2	IIM Nagpur Foundation for Entrepreneurship Development (InFED), Nagpur	12
3	Marathwada Accelerator for Growth and Incubation Council (MAGIC), MIDC Industrial Area, Chhatrapati	6

	Sambhajinagar (Aurangabad)	
	Total	**24**

The scheme has provisions to organize various events, sensitization, immersion and outreach programmes to strengthen the startup ecosystem in Tier-II and Tier-III cities by fostering collaboration among startups, incubators, industry, investors, academia and government.

Under the Scheme, 13 such programmes have been conducted for promoting entrepreneurship and employment generation in Tier-II and Tier-III cities of the State.

In addition, under the Startup India initiative, through Fund of Funds for Startups (FFS) scheme, Alternative Investment Funds (AIFs) have invested over Rs. 6,500 Cr in 280+ startups from Maharashtra.

Through Startup India Seed Fund Scheme (SISFS), supported incubators have approved more than Rs. 115 crore to 660+ startups from Maharashtra, while under the Credit Guarantee Scheme for Startups (CGSS), 115+ loans amounting to over Rs. 325 crore have been guaranteed to startups from Maharashtra.

Further, MeitY initiated various Centres of Excellence (CoEs) in the State of the Maharashtra such as:

- CoE for IoT in Agriculture at Akola

- CoE in NextGen Intelligent Solutions for Core Sector at Nagpur
- CoE for Automotive: Autonomous/Connected/Electric and Shared (ACES) Vehicle at Pune
- CoE in Rechargeable Battery Technology (Pre Cell) at Pune

MSH through its online platform also supports startups with access to labs, co-working spaces, resources of CoEs network, technical support, domain expertise, mentor support, investor and market connect and networking to expand the coverage of GENESIS scheme.

IMPLEMENTATION OF MISSION MAUSAM

466. SHRIMATI MALA RAJYA LAXMI SHAH:

SHRI ARUN GOVIL:

SHRI ALOK SHARMA:

SHRI CHAVDA VINOD LAKHAMSHI:

SHRI BHOJRAJ NAG:

SHRI KOTA SRINIVASA POOJARY:

SHRI VISHWESHWAR HEGDE KAGERI:

SHRI ASHISH DUBEY:

SHRI RAHUL SINGH LODHI:

DR. SANJAY JAISWAL:

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

(a) the details of progress made under Mission Mausam since its launch including the major infrastructure and technological upgrades undertaken;

(b) the status of deployment of Doppler Weather Radars, upper-air observation systems and other weather monitoring infrastructure under the Mission;

(c) the details of measures taken to improve forecasting and early warning of cyclones, heavy rainfall and other extreme weather events;

(d) the details of roadmap for achieving Panchayat-level weather forecasting and strengthening climate services under the Mission;

(e) the time by which the early warning of sudden storms, hail storms and heavy rains in major agricultural areas like Meerut and Hapur in Uttar Pradesh is likely to be established; and

(f) whether there is any plan to set up State level weather centre in the country and if so, the details thereof, State/UT-wise particularly Bhopal of Madhya Pradesh 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) The Mission Mausam was launched by the Honorable Prime Minister on 14 January 2025 with the goal of making country a 'Weather-ready and Climate-smart' nation. The objective of Mission Mausam is to strengthen various components of the Earth System observations, to realize Earth System approach to provide an early warning system, for seamless weather and climate services to all. The scheme seeks to exponentially enhance the country's weather and climate observations, understanding, modelling and forecasting, leading to better, more useful, accurate, and timely services. The key objectives of this Mission include:

- Developing cutting-edge weather surveillance technologies and systems.
- Implementing higher-resolution atmospheric observations with improved temporal and spatial sampling and coverage.
- Deploying next-generation radars, wind profilers, and satellites equipped with advanced instrument payloads.
- Implementing advanced high-performance computing (HPC) systems.
- Enhancing our understanding of weather and climate processes and improving prediction capabilities.
- Developing advanced Earth system models and data-driven methods, including the use of AI/ML.
- Creating technologies and protocols for effective weather

management.

- Establishing a state-of-the-art Decision Support System (DSS) and dissemination system for last-mile connectivity.
- Strengthening capacity building and research collaborations.

The current status of the observational network and modeling capability are as follows:

- India Meteorological Department (IMD) presently receives data from a network of 50 Doppler Weather Radars (DWRs) operated by IMD and other MoES institutions and ISRO across the country. The present network shall be augmented through ongoing projects with the deployment of 29 C-Band DWRs, 45 X-Band DWRs and 12 S-Band DWRs throughout the country.
- Under the project, various global and regional Numerical Weather Prediction (NWP) modeling systems have been implemented and operationalize to generate seamlessly short range, medium range and extended range forecasts. There are two different framework of global modeling systems based on global forecast systems (GFS) of IMD and Mithuna modeling systems of NCMRWF Noida. Both the models run on real time with horizontal resolution 12 KM. The New Bharat Forecasting System (BharatFS) operational at a very high resolution of 6 km to cater to block levels and further to panchayat levels. In order to provide computational support of

such high resolution models and to make it regularly run in real time, the Computing facilities also has been substantially increased with computational power to integrate voluminous data and to run mesoscale, regional and global models at higher resolution. Recently, with "Arunika" and "Arka" systems, the Ministry of Earth Sciences has enhanced its total computing power to 28 Peta FLOPS in 2025, a substantial increase from the previous capacity of 6.8 Peta FLOPS which was in 2014.

- Currently three AI based global models are regularly operational to provide guidance to the forecaster to predict severe weather. Artificial Intelligence (AI) and Machine Learning (ML) applications and tools have been developed indigenously by weather scientist of MoES organization on various aspects of monitoring and observational processing such as Nowcasting tool, downscaled urban forecasting etc.

(c) Various initiatives were taken by IMD for the improvement of disaster early warning systems. The important majors taken are as follows:

- Augmentation of observational network.
- Development of indigenous, technology-driven, and citizen-centric weather forecasting systems that strengthen disaster preparedness and improve public safety across India (Points 2 and 3 above). IMD's in house developed Decision Support System

(DSS) is a major step in the direction of promoting self-reliance under the "Atmanirbhar Bharat" initiative. As a result, there is 40% improvement in forecast accuracy for all type of severe weather events in recent decades as compared to previous decade.

- Impact-based forecasts and risk-based warnings are being disseminated at the district level, empowering authorities to take timely preventive actions against cyclones, heavy rainfall, thunderstorms, heatwaves, and cold waves.
- Developed "Mausamgram" (Har Har Mausam, Har Ghar Mausam) a unique citizen-focused platform providing location-specific, hyperlocal weather forecasts down to the village level. "Mausamgram" delivers hourly forecasts for the next 36 hours, three-hourly forecasts for the next five days, and six-hourly forecasts for up to ten days. Users can conveniently access weather information by searching through PIN code or location name, or by selecting the state, district, block, and gram panchayat. This user-friendly system ensures easy access to hyperlocal forecasts, enabling citizens to obtain accurate and timely weather updates tailored to their specific location.
- Development of climate hazard and vulnerability maps at district level (https://imdpune.gov.in/hazardatlas/index.html)

- Development of geospatial services for weather forecast and warnings (https://imdgeospatial.imd.gov.in/)
- IMD is one of the agencies that generate CAP alerts for severe weather warnings. These CAP alerts are disseminated through SMS as well as the SACHET app, developed by the NDMA. These CAP feeds are also being used by APPLE, GOOGLE and GMAS for the dissemination of weather-related warnings. IMD has developed an Application Programming Interface (API) which is being used by various private and public organisations for further dissemination of IMD's forecasts and warnings to the general public through different media including mobile apps developed by different stakeholders.
- IMD has developed various mobile apps for the dissemination of weather-related warnings such as MAUSAM App for weather forecasting and warnings, MEGHDOOT App for agro met services, DAMINI App (developed by IITM) for lighting warning, UMANG App (developed by Meity) for Weather forecasting and warnings.

(d) To ensure localised relevance and last-mile connectivity of weather updates in remote and vulnerable regions, IMD, in collaboration with other ministries, has undertaken the following major initiatives:

- In collaboration with the Ministry of Panchayati Raj, IMD has developed the Panchayat Mausam Seva Portal, providing

Panchayat-level weather forecasts through e-GramSwaraj (https://egramswaraj.gov.in), Meri Panchayat App, e-Manchitra and Mausamgram (https://mausamgram.imd.gov.in).

- The mobile numbers of Panchayat Members, Ward Members and Panchayat Secretaries have been integrated with the Panchayat Mausam Seva Portal, enabling timely dissemination of weather forecasts and agrometeorological advisories through WhatsApp for further dissemination at the Gram Panchayat level.
- IMD also leverages the Krishi Sakhis and Pashu Sakhis network of the Ministry of Rural Development for last-mile dissemination of weather forecasts and agrometeorological advisories.
- IMD has organized over 7,300 Farmers' Awareness Programmes (FAPs) across 373 districts, benefiting nearly 3.67 lakh farmers, including 83 Aspirational Districts, to promote climate-resilient agriculture and the effective use of weather-based advisory services.
- Under Mission Mausam, IMD has developed KALP (Krishi Advisory based on Location-specific Weather Prediction) for generation of location-, crop- and crop-stage-specific advisories and Mausam SANKALP (Systematic Agrometeorological aNalytics, Knowledge and Advisory enabLing Platform) to strengthen weather analytics, advisory generation and climate-

resilient agricultural planning.

(e) Government of India through MoES institutions and IMD has undertaken continuous monitoring and rigorous review of operational meteorological services covering all temporal and spatial scales in seamless manner. There has been significant progress in modernising the national, regional and local meteorological early-warning system in recent past with implementation of Multi-Hazard Early Warning System of IMD with state of art suit of GIS enabled Decision Support System with objective of "No Weather should go Undetected and Unpredicted". To meet primary objective of the goal, meteorological observational infrastructure in Uttar Pradesh is being strengthened continuously under the Urban Meteorology and Mission Mausam schemes of Government of India to fill the observational gaps comprehensively with multilateral approach though Mission Mausam to increase the preparedness and effectiveness of disaster risk reduction measures for various desired targeted vulnerable groups/communities of the state including major agricultural areas like Meerut and Hapur districts of Uttar Pradesh in close co-operation with the local/state government allied departments and agencies to address the multilateral impacts and challenges offered due to severe weather hazards thunderstorms, hailstorms, heavy rainfall etc.

Furthermore, numerous efforts have been undertaken by the Government of India through IMD and other MoES institutions to strengthen climate resilience through effective early warning system,

heat-action plan, sectoral disaster management plans and district-level preparedness. As an effective initiative to monitor and track the extreme weather and climate events such as heat waves, thunderstorms, extreme rainfall and floods for the state of Uttar Pradesh and to improve disaster preparedness and weather forecasting of the state recently IMD, GoI and GoUP has taken joint initiative and signed an MoU for enhancing the existing observational network. A network of 29 automated instruments (05-AWS + 24-ARG) in district Meerut and that of 13 automated instruments (03-AWS + 10-ARG) in district Hapur (all quipped with temperature, humidity and rainfall sensors) has already been established and commissioned in addition to the pre-existing IMD network of 01 Departmental Observatory at CCSU (Ramgarhi), 01 Agromet Observatory at SVPUAT (Modipuram), 04 DRMS stations (Meerut Tehsil, Meerot Observatory, Sardhana and Mawana) and 03 automated instruments (01-AWS-CCSU + 02-ARG-Sardhana and Mawana) in Meerut district and 02 DRMS stations (Garhmukteshwar and Hapur) in Hapur district. Apart from the aforesaid network there is an existing robust network of 3 Doppler Weather Radars in Delhi (Aya Nagar, Plam and Lodhi Road) and 01 each in Patiala and Lansdown to cater the needs of monitoring and forecast of severe weather elements like Thunderstorms, Lightning, Hailstorm, Intense Rainfall Episodes and related Hazard of Northwest Uttar Pradesh including Meerut and Hapur.

(f) IMD has 8 Regional Meteorological Centres (RMCs) and there are 25 Meteorological Centres (MCs) which are under the direct control of concerned RMC, as listed below:

S.No.	RMCs/ MCs	Services provided to State/ U.T.
1	RMC New Delhi	Delhi, Chandigarh, Rajasthan, Punjab, and Haryana,
2	RMC Jammu	UT/State of Jammu and Kashmir, Ladakh and Himachal Pradesh
3	RMC Lucknow	Uttar Pradesh, Uttarakhand
4	RMC Guwahati	Assam and other NE Region of the country

5	RMC Mumbai	Parts of Maharashtra, Goa, Gujarat
6	RMC Kolkata	West Bengal, Odisha, Bihar, Jharkhand, AandN Islands
7	RMC Chennai	Tamil Nadu, Andhra Pradesh, Telangana, Karnataka, Kerala, Puducherry and Lakshadweep
8	RMC Nagpur	Madhya Pradesh, Chhattisgarh, Parts of Maharashtra
9	MC Bengaluru	Karnataka
10	MC Hyderabad	Telangana
11	MC Thiruvananthapuram	Kerala
12	MC Amaravati	Andhra Pradesh

13	MC Agartala	Tripura
14	MC Itanagar	Arunachal Pradesh
15	MC Shillong	Meghalaya
16	MC Aizawl	Mizoram
17	MC Kohima	Nagaland
18	MC Imphal	Manipur
19	MC Bhubaneswar	Odisha
20	MC Gangtok	Sikkim
21	MC Patna	Bihar
22	MC Ranchi	Jharkhand
23	MC Sri Vijaya Puram	Andaman and Nicobar Islands
24	MC Ahmedabad	Gujarat, Daman, Dadra Nagar Haveli and Diu
25	MC Goa	Goa
26	MC Raipur	Chhatisgarh
27	MC Bhopal	Madhya Pradesh
28	MC Chandigarh	Haryana, Punjab and Union Territory of

		Chandigarh
29	MC Dehradun	Uttarakhand
30	MC Jaipur	Rajasthan
31	MC Shimla	Himachal Pradesh
32	MC Srinagar	Jammu and Kashmir
33	MC Leh	Ladakh

Therefore, the state/ UT level weather services of all states/ UTs are covered by these 8 RMCs and 25 MCs. A Meteorological Centre (MC) is already in Bhopal, Madhya Pradesh. In addition, there are many meteorological observatories spread across various states from where regular weather observations are taken.

OPERATIONALISATION OF AUCTIONED COAL BLOCKS

467. SHRI PRADEEP KUMAR SINGH:

SHRI RADHESHYAM RATHIYA:

DR. K SUDHAKAR:

SHRI BIDYUT BARAN MAHATO:

SHRI SHANKAR LALWANI:

SHRI DINESHBHAI MAKWANA:

SHRI YOGENDER CHANDOLIA:

SHRI MUKESHKUMAR CHANDRAKAANT DALAL:

SHRI ASHOK KUMAR RAWAT:

SHRI KHAGEN MURMU:

SHRI BHARTRUHARI MAHTAB:

SHRI KRIPANATH MALLAH:

SHRI ANANTA NAYAK:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

SHRI RAJPALSINH MAHENDRASINH JADAV:

SHRIMATI APARAJITA SARANGI:

SHRI GODAM NAGESH:

DR. SANJAY JAISWAL:

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

(a) the progress made in the operationalisation of coal blocks auctioned for commercial mining along with the number of blocks that have commenced production and their present status in the country including Chhattisgarh and Odisha;

(b) the production achieved from commercial coal mines during Financial Year 2025–26 and their contribution to the country's overall domestic coal output in the country including Chhattisgarh and Odisha;

(c) whether any coal blocks located in Keonjhar Lok Sabha Constituency of Odisha have been auctioned for commercial mining and if so, the details thereof including the status of production, employment generation and revenue accrued to the said State;

(d) the steps taken by the Government to facilitate timely development of commercial coal mines through faster statutory clearances, land acquisition, rail connectivity and other infrastructure support; and

(e) the measures taken by the Government to ensure sustainable mining and socio-economic development of local communities in mining-affected areas including Keonjhar Lok Sabha Constituency?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) As of 30 June 2026, a total of 132 coal blocks have been allocated through the commercial mining auction route. Of these, 23 blocks have obtained Mine Opening Permission (MOP), and 15 blocks are currently producing coal. The remaining 8 blocks are advancing through mine infrastructure development, while the other 109 blocks are within their scheduled development period as per the Coal Mine Development and Production Agreement (CMDPA), progressing through a structured timeline covering clearances, land acquisition, and infrastructure setup.

State-specific Status:

- **Chhattisgarh:** Of the 22 blocks auctioned, 6 have obtained MOP, and all 6 have commenced production.
- **Odisha:** Of the 26 blocks auctioned, 3 have obtained MOP. Among these, 2 have commenced production, and 1 is expected to start production in FY 2026-27.

(b) The nation’s total domestic coal production has surpassed 1 Billion Tonnes (BT) for two consecutive financial years (FY 2024-25 and FY 2025-26), demonstrating the sector's robust growth. The commercial mining initiative, launched in 2020, has been a key driver, enhancing private sector participation and advancing the objectives of Atmanirbhar Bharat. Production from commercial mines has grown consistently from 1.15 MT in FY 2021-22 to 26.12 MT in FY 2025-26, registering a year-on-year growth of 11.10% over the previous fiscal.

The production figures for FY 2025-26 are as follows:

- **Overall Domestic Production:** 1039.81 Million Tonnes (MT).
- **Overall Commercial Production:** 26.12 MT.
- **Chhattisgarh (Commercial Mines):** 21.45 MT.
- **Odisha (Commercial Mines):** 3.41 MT.

(c) No coal block located in the Keonjhar Lok Sabha Constituency of Odisha has been auctioned under the commercial coal mining policy.

(d) The Government has undertaken a comprehensive and sustained programme of reforms to expedite the operationalisation of commercial coal mines, with a strong focus on Ease of Doing Business. These initiatives are implemented in close coordination with the Ministry of Environment, Forest and Climate Change (MoEFandCC) and other central and state authorities.

In the realm of exploration, 44 private entities have been notified as Accredited Prospecting Agencies, eliminating the need for a Prospecting Licence, while the requirement for Ministry approval of Geological Reports has been replaced

with a streamlined peer-review mechanism. Furthermore, the number of exempted boreholes in forest areas has been increased from 25 to 62 per 10 square kilometres, significantly simplifying the exploration process for most projects.

Significant reforms have also been introduced for statutory clearances. The 'Consent to Establish' has been integrated with the Environment Clearance process, and the authority to grant such clearances for projects below 500 hectares has been delegated to State-level authorities. To further accelerate development, coking coal has been designated as a Critical and Strategic Mineral, exempting it from public consultation requirements and allowing the use of degraded forest land for Compensatory Afforestation. In a major procedural reform, the mandatory requirement for Mine Opening Permission from the Coal Controller's Organisation has been dispensed with, and the Board of the Company is now competent to grant this approval. To ensure effective monitoring and issue resolution, the Ministry of Coal holds regular high-level coordination meetings with allottees, state governments, and MoEFandCC, and participates in an Inter-Ministerial Committee to resolve bottlenecks related to forest land diversion. Dedicated meetings with the Ministries of Railways and Power are also conducted to secure timely rail connectivity and other critical infrastructure for coal evacuation.

(e) The Government is fully committed to ensuring that coal mining operations are conducted in an environmentally responsible and socially inclusive manner. All coal mining projects are mandated to obtain both Environment

Clearance and Forest Clearance under the relevant statutes. Project proponents are required to conduct a thorough assessment of the likely impacts on air quality, water resources, land use, ecology, and the socio-economic environment, and to prepare a project-specific Environmental Management Plan. This plan, along with the proposed rehabilitation and resettlement measures, is rigorously examined by the Expert Appraisal Committee of MoEFandCC, which stipulates site-specific safeguards. Compliance with these conditions is strictly monitored by the Regional Offices of MoEFandCC and the State Pollution Control Boards.

Further, there are no commercial coal mines allocated in the Keonjhar Lok Sabha Constituency.

PRIORITISING STATES FOR SOLAR AND WIND ENERGY DEVELOPMENT

468. DR. GUMMA THANUJA RANI

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

(a) whether any renewable energy capacity addition targets have been identified for Andhra Pradesh under the country's renewable energy expansion plans;

(b) if so, the details thereof;

(c) whether Andhra Pradesh has been identified as a priority State for solar and wind energy development; and

(d) if so, the measures being taken by the Government to promote renewable energy deployment in the said State?

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) Ministry of New and Renewable Energy is working towards achieving 500 GW of installed electricity capacity from non-fossil sources in the country by 2030. No specific State-wise targets have been fixed in this 500 GW. However, Ministry of Power has specified minimum share of consumption of renewable energy (RE) by electricity distribution licenses, being designated consumer, as a percentage of total share of energy consumption, for all the States in the country from 2024-25 to 2029-30. The year-wise Renewable Consumption Obligation (RCO) for total RE are given below:

Year	Total RE
2024-25	29.91%
2025-26	33.01%
2026-27	35.95%
2027-28	38.81%
2028-29	41.36%
2029-30	43.33%

Further, New and Renewable Energy Development Corporation of Andhra Pradesh Ltd (NREDCAP) has informed that the Government of Andhra Pradesh has formulated the Andhra Pradesh Integrated Clean Energy Policy, 2024 with the

target 160 GW of renewable energy capacity addition in the State.

(c) Andhra Pradesh is one of the potential States in the country for development of solar and wind energy projects. The State has estimated solar power potential of 299.3 GW (*NISE Solar Potential Map of India, 2025)* and wind power potential of 123.3 GW *(NIWE Wind Potential Map at 150m height, 2023*).

(d) The Government has taken several steps and initiatives to promote and accelerate renewable energy (RE) capacity in the country, including the State of Andhra Pradesh, to realize the commitment of 500 GW non-fossil energy capacity by 2030 as given at **STATEMENT**. Further, as per the information received from NREDCAP, in order to promote renewable energy projects, the Govt. of Andhra Pradesh has notified AP Integrated Clean Energy Policy 2024. The policy includes incentives and facilitation being extended to the project developers to attract investments in the RE sector.

STATEMENT

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 and Dispatchable Renewable Energy (FDRE) projects have been issued.
- Pilot scheme for Contract for Difference (CfD) for renewable energy

projects of 500 MW capacity issued. The CfD mechanism, a globally proven framework, will provide an alternative instrument (in addition to long term Power Purchase Agreements) for sale of renewable energy, through power exchanges.

- To boost RE consumption, Renewable Purchase Obligation (RPO) followed by Renewable Consumption Obligation (RCO) trajectory has been notified till 2029-30. The RCO which is applicable to all designated consumers under the Energy Conservation Act 2001 will attract penalties on non-compliance. RCO also includes specified quantum of consumption from Decentralized Renewable Energy sources.
- Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.
- Schemes such as Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM), PM Surya Ghar Muft Bijli Yojana, National Programme on High Efficiency Solar PV Modules, New Solar Power Scheme (for Tribal and PVTG Habitations/Villages) under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA), National Green Hydrogen Mission, Viability Gap Funding (VGF) Scheme for Offshore Wind Energy Projects, Small hydro power development scheme have been launched.
- Scheme for setting up of Solar Parks and Ultra Mega Solar Power projects is being implemented to provide land and transmission to RE developers for

installation of RE projects at large scale.

- Waiver on Inter State Transmission System (ISTS) charges for renewable energy projects including green hydrogen projects, with certain timelines and conditions.
- Laying of new transmission lines and creating new sub-station capacity has been funded under the Green Energy Corridor Scheme for evacuation of renewable power.
- Quality Control Orders for Solar Photovoltaic products (i.e., Solar PV Modules, Solar PV Inverters and Storage Battery) and Solar Water Heating systems notified.
- Issued National Framework for promoting and 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 and Labelling (SandL) 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.

MOBILE TOWERS INSTALLED UNDER 4G SATURATION SCHEME

469. SHRI RAJESH NARANBHAI CHUDASAMA:

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

(a) the total number of mobile towers installed under the 4G Saturation Scheme as of December 2025;

(b) the State-wise details where rural and remote villages have been newly connected through these towers; and

(c) the details of the progress made in expanding telecom services in Aspirational Districts under the Digital India initiative?

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) Total 13,781 Mobile towers have been installed under the 4G

Saturation project as of December 2025. State/ Union Territory-wise details of villages covered with 4G mobile services from these towers is available on Digital Bharat Nidhi (DBN) website (https://usof.gov.in/en/home).

(c) Government through DBN has undertaken two exclusive projects for provision of 4G mobile services to the uncovered villages of aspirational districts. In addition to above, the uncovered villages of aspirational districts have also been covered under other DBN mobile projects.

As on 30.06.2026, 13,442 villages of aspirational districts have been covered with 4G mobile services from installation of 9,862 towers through DBN.

6G ALLIANCE AND SPECTRUM ROADMAP FOR 6G

470. SHRI BALABHADRA MAJHI:

SHRI PRAVEEN PATEL:

SHRI DINESHBHAI MAKWANA:

SHRI LUMBARAM CHOUDHARY:

SHRI CHANDRA PRAKASH JOSHI:

SHRI NABA CHARAN MAJHI:

SHRI BIDYUT BARAN MAHATO:

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

(a) the progress made since the constitution of the Bharat 6G Alliance, including its current membership, the Working Groups constituted and their key achievements;

(b) the major recommendations of the "Spectrum Roadmap for 6G in India"

and the extent to which these recommendations have been incorporated into the Department of Telecommunications' (DoT) roadmap for 6G spectrum;

(c) the present status and timeline for the establishment of the 6G Terahertz Testbed at SAMEER, Kolkata and the plans to utilise the same for promoting 6G research, testing and future deployment, including in Nabarangpur Parliamentary Constituency, Odisha and SAMEER; and

(d) the steps taken by the Government to translate India's accepted proposals in 3GPP and ITU into global 6G leadership and the measures proposed to ensure that the benefits of 6G technologies reach remote and aspirational regions, including Nabarangpur Parliamentary Constituency, Odisha?

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 Bharat 6G Alliance (B6GA), an industry and academia-led society, has expanded to become a 90 member organisation as of 15th July 2026. These members represent a broad and diverse ecosystem comprising telecom service providers, telecom equipment manufacturers, startups, research and development institutions, academia and other stakeholders from the telecom sector. B6GA has constituted seven working groups covering key domains such as 6G technologies, spectrum, applications, use cases and revenue streams, devices and components, green and sustainability aspects and outreach. The Alliance serves as a collaborative platform for industry, academia, startups and research institutions to strengthen the domestic

research, innovation and IPR ecosystem through industry-academia engagement, identification of technology gaps, and development of proposals for testbeds and advanced research aligned with India's 6G Vision.

(b) The spectrum working group, one of the seven working groups constituted under the Bharat 6G Alliance, has submitted a report titled "Spectrum Roadmap for 6G in India". Separately, the Department of Telecommunications, after consultation with stakeholders including the Bharat 6G Alliance, has released the Spectrum Roadmap for 6G services, which can be accessed online at https://www.dot.gov.in/static/uploads/2026/02/092d793d6ea912a5dd79bf0c26ea1a84.pdf .

(c) A three-year project has been approved from the Telecom Technology Development Fund under Digital Bharat Nidhi for the establishment of a 6G Terahertz testbed at Society for Applied Microwave Electronics Engineering and Research (SAMEER), Kolkata, an autonomous research and development body under the Ministry of Electronics And Information Technology along with three consortium members, namely, Indian Institute of Technology Madras, Indian Institute of Technology Guwahati, and Indian Institute of Technology Patna. Under this project, a high data rate line of sight link was demonstrated in the India Mobile Congress (IMC) 2025.

(d) India has contributed in the International Telecommunications Union (ITU) under the International Mobile Technology (IMT) 2030 framework, also called 6G by industry for inclusion of “ubiquitous connectivity” as one of the six usage

scenarios of 6G and coverage, interoperability and sustainability as capabilities of 6G technology. Further, to strengthen India's global leadership in 6G, the Government is also supporting active participation of Indian stakeholders in international standardisation bodies such as 3rd Generation Partnership Project (3GPP), ITU and oneM2M through initiatives under the Department of Telecommunications' Technology Development and Investment Promotion (TDIP) scheme which provides financial assistance for membership fees, participation in international standardisation meetings, hosting of such meetings in India, pilot testing and validation of telecom products. The TDIP scheme covers eligible startups and MSMEs across the country, including those in the state of Odisha.

फ्लोटिंग सोलर पीवी क्षमता आकलन प्रारूप रिपोर्ट

471. श्री विजय बघेल:

श्री अनुराग सिंह ठाकुर:

श्री प्रदीप पुरोहित:

श्री भर्तृहरि महताब:

श्री विश्वेश्वर हेगड़े कागेरी:

श्री लुम्बाराम चौधरी:

श्री अभिमन्यु सेठी:

श्री रोडमल नागर:

डॉ. हेमंत विष्णु सवरा:

श्री सुरेश कुमार कश्यप:

श्री गोडम नागेश:

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

(क) राष्ट्रीय सौर ऊर्जा संस्थान (एनआईएसई) और भारतीय प्रौद्योगिकी संस्थान (आईआईटी) रुड़की द्वारा तैयार की गई फ्लोटिंग सोलर पीवी (एफएसपीवी) क्षमता आकलन प्रारूप रिपोर्ट और प्रारूप फ्लोटिंग सौर नीति को अंतिम रूप देने और अधिसूचित करने की स्थिति और समय-सीमा क्या है;

(ख) इस आकलन के तहत हिमाचल प्रदेश, विशेष रूप से शिमला लोक सभा निर्वाचन क्षेत्र और मध्य प्रदेश सहित देश भर के जलाशयों में पहचान की गई कुल फ्लोटिंग सौर क्षमता का राज्य/संघ राज्यक्षेत्र-बार ब्यौरा क्या है;

(ग) क्या मसौदा नीति में कई राज्य विभागों से जुड़ी फ्लोटिंग सौर परियोजनाओं के लिए एकल-खिड़की मंजूरी तंत्र का प्रस्ताव है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या वर्ष 2030 तक एफएसपीवी क्षमता वृद्धि के लिए कोई लक्ष्य निर्धारित किए गए हैं और यदि हाँ, तो हिमाचल प्रदेश, विशेषकर शिमला लोक सभा निर्वाचन क्षेत्र सहित 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): जून 2026 में राष्ट्रीय सौर ऊर्जा संस्थान द्वारा प्रकाशित भारत की सौर पीवी संभाव्यता- फ्लोटिंग सौर रिपोर्ट के अनुसार, भारत की फ्लोटिंग सौर संभाव्यता 102.18 GWp होने का अनुमान है। हिमाचल प्रदेश और मध्य प्रदेश राज्यों सहित राज्य/संघ राज्य क्षेत्र-वार चिन्हित फ्लोटिंग सौर संभाव्यता **विवरण** में दी गई है।

वर्तमान में, कोई फ्लोटिंग सौर नीति उपलब्ध नहीं है; तथापि, फ्लोटिंग सौर परियोजनाओं के कार्यान्वयन में आने वाली कठिनाईयों को ध्यान में रखते हुए, इसके लिए ग्राउंड माउंटेड सौर परियोजनाओं की तुलना में जल संसाधन, सिंचाई, वन आदि जैसे राज्य विभागों के साथ समन्वय

की आवश्यकता है। अभी देश में एफएसपीवी (FSPV) क्षमता वृद्धि के लिए कोई लक्ष्य निर्धारित नहीं किया गया है।

विवरण

राज्य/संघ राज्य क्षेत्र वार फ्लोटिंग सौर संभाव्यता

राज्य/संघ राज्य क्षेत्र	संभाव्यता **(GW)**
आंध्र प्रदेश	1.46
असम	0.01
बिहार	0.23
चंडीगढ़	0.01
छत्तीसगढ	2.73
गोवा	0.17
गुजरात	6.32
हिमाचल प्रदेश	1.99
जम्मू एवं कश्मीर	0.88
झारखंड	2.81
कर्नाटक	13.69
केरल	2.22
लद्दाख	0.39
मध्य प्रदेश	14.89
महाराष्ट्र	16.28
मणिपुर	0.61

ओडिशा	12.81
पुदुचेरी	0.04
पंजाब	0.03
राजस्थान	3.36
तमिलनाडु	3.34
तेलंगाना	10.72
उत्तर प्रदेश	5.64
उत्तराखंड	0.77
पश्चिम बंगाल	0.77
कुल	**102.18**

हरियाणा में पीएम-एसजीएमबीवाई

472. श्री सतपाल ब्रह्मचारी:
श्री जय प्रकाश:

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

(क) क्या सरकार हरियाणा के सोनीपत और हिसार लोक सभा निर्वाचन क्षेत्रों में प्रधानमंत्री-सूर्य घर मुफ्त बिजली योजना (पीएम-एसजीएमबीवाई) के तहत घरेलू उपभोक्ताओं को रूफटॉप सौर संयंत्र स्थापित करने के लिए वित्तीय सहायता प्रदान कर रही है;

(ख) यदि हाँ, तो सोनीपत और हिसार लोक सभा निर्वाचन क्षेत्रों में इस योजना के आरंभ होने के बाद से प्राप्त आवेदनों, स्वीकृत आवेदनों, स्थापित किए गए रूफटॉप सौर संयंत्र सहित संवितरित की गई राजसहायता का ब्यौरा क्या है;

(ग) क्या सरकार को योजना के कार्यान्वयन में जागरूकता की कमी, तकनीकी बाधाएं, डिस्कॉम की मंजूरी में देरी या अन्य मुद्दे जैसी किसी समस्या का सामना करना पड़ा है; और

(घ) यदि हाँ, तो सरकार द्वारा इन कमियों को दूर करने और योजना का लाभ अधिकतम पात्र परिवारों तक पहुँचाने के लिए उठाए गए कदमों सहित भविष्य की कार्ययोजना का ब्यौरा क्या है?

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

(क) से (घ): नवीन और नवीकरणीय ऊर्जा मंत्रालय (MNRE) फरवरी 2024 से पीएम सूर्य घर: मुफ्त बिजली योजना (PMSG: MBY) को लागू कर रहा है, जिसका लक्ष्य कुल 75.021 करोड़ रु. के वित्तीय परिव्यय से वित्त वर्ष 2026-27 तक देश भर में एक करोड़ आवासीय घरों में रूफटॉप सोलर (RTS) सिस्टम स्थापित करना है।

PMSG: MBY एक मांग-आधारित योजना है, जिसमें सोनीपत और हिसार लोकसभा निर्वाचन क्षेत्रों सहित देश के सभी आवासीय उपभोक्ता, जिनके पास स्थानीय डिस्कॉम के साथ ग्रिड से जुड़ा बिजली कनेक्शन है, योजना के राष्ट्रीय पोर्टल (www.pmsuryaghar.gov.in) पर आवेदन करके, RTS सिस्टम की स्थापना करवाने के लिए योजना का लाभ उठा सकते हैं।

सोनीपत और हिसार लोकसभा क्षेत्रों को शामिल करते हुए हरियाणा के जिलों में योजना के शुभारंभ से वितरित सब्सिडी के साथ स्थापित रूफटॉप सोलर प्लांट, प्राप्त आवेदनों का विवरण नीचे दिया गया है:

क्र. सं.	**जिला**	**आवेदन (संख्या)**	**स्थापना (इंस्टालेशन) (संख्या)**	**परिवार (संख्या)**	**जारी की गई सब्सिडी की राशि (करोड़ में)**
1	भिवानी	8072	4132	4132	26.01
2	हिसार	14659	7430	7430	48.63
3	जींद	6961	3002	3252	18.63
4	सोनीपत	6753	4011	8812	26.52
	कुल	**36445**	**18575**	**23626**	**119.79**

स्थापना की दर में वृद्धि करने और हरियाणा राज्य सहित देश भर में योजना को अपनाने के लिए बढ़ावा देने हेतु, मंत्रालय ने निम्नलिखित उपाय किए हैं:

- राष्ट्रीय पोर्टल के माध्यम से पंजीकरण से लेकर आवासीय उपभोक्ता के बैंक खाते में सीधे सब्सिडी के वितरण तक की ऑनलाइन प्रक्रिया।
- राष्ट्रीयकृत बैंकों से रेपो दर +50 bps अर्थात वर्तमान के लिए 5.75% प्रतिवर्ष पर 10 वर्षों की समयावधि के लिए संपार्श्विक मुक्त (कोलेट्रल फ्री) ऋण की उपलब्धता।
- तकनीकी व्यवहार्यता आवश्यकता को समाप्त करके और 10 किलोवाट तक स्वचालित भार वृद्धि शुरू करके विनियामक अनुमोदन प्रक्रिया को सरल बनाया गया है।
- नेट मीटरिंग करार को राष्ट्रीय पोर्टल में आवेदन का हिस्सा बनाया गया है।
- पर्याप्त और योग्य वेंडरों की उपलब्धता सुनिश्चित करने के लिए वेंडरों के पंजीकरण की प्रक्रिया को सरल बनाया गया है।
- कुशल जनशक्ति (मैनपावर) तैयार करने के लिए क्षमता निर्माण और प्रशिक्षण कार्यक्रम आयोजित किए जा रहे हैं।
- देश भर में प्रमुख समाचार पत्रों में प्रिंट विज्ञापन, टीवी विज्ञापन अभियान, क्षेत्रीय चैनलों सहित एफएम स्टेशनों पर रेडियो अभियान आदि जैसे जागरूकता और आउटरीच कार्यक्रमों के माध्यम से योजना के बारे में जागरूकता पैदा की जा रही है।
- राज्यों/डिस्कॉमों सहित विभिन्न स्तरों पर योजना की प्रगति की नियमित निगरानी की जा रही है।
- क्षेत्रीय समीक्षा बैठकें आयोजित की गई।
- शिकायतों के समय पर समाधान के लिए शिकायत निवारण तंत्र की स्थापना की गई है।

टेलीफोन नंबर 15555 वाला एक कॉल सेंटर 12 भाषाओं में कार्यरत है।

इसके अलावा, नवीन और नवीकरणीय ऊर्जा मंत्रालय और आरईसी लिमिटेड, पीएमएसजी: एमबीवाई के लिए राष्ट्रीय कार्यक्रम कार्यान्वयन एजेंसी (NPIA) के रूप में, योजना के प्रभावी कार्यान्वयन के लिए सभी डिस्कॉम के साथ घनिष्ठ समन्वय के साथ कार्य करते हैं।

REDUCING IMPORT DEPENDENCY ON CRITICAL MINERALS

473. SHRI ESWARASAMY K:

SHRI ANURAG SHARMA:

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

(a) the details of the current percentage of India's import dependence on critical minerals, including Lithium, Cobalt and Rare Earth Elements required for Electric Vehicles (EVs), electronics and other strategic sectors;

(b) the present status of the implementation of the Critical Minerals Mission along with its key objectives, implementation timeline, budgetary allocation and targets for achieving self-reliance in the exploration, mining, processing and recycling of critical minerals; and

(c) the details of bilateral agreements, strategic partnerships, overseas exploration projects and acquisition of mineral assets undertaken by the Government to secure a reliable supply chain of critical minerals for Indian manufacturers including the progress made and the expected outcomes of such initiatives?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA

DUBEY):

(a): There is a significant production of some critical minerals in the country like graphite, phosphate, titanium, zirconium and rare earth elements (REEs), while India is largely import dependent for meeting the domestic requirements of several critical minerals, such as lithium, cobalt, nickel, potash.

(b) and (c):

- The key objectives of the National Critical Mineral Mission (NCMM) are:

  (i) To secure India's critical mineral supply chain by ensuring mineral availability from domestic and foreign sources.

  (ii) Strengthening the critical mineral value chains by enhancing technological, regulatory, and financial ecosystems to foster innovation, skill development, and global competitiveness in mineral exploration, mining, beneficiation, processing, and recycling.

- NCMM has been approved for the period from FY 2024–25 to FY 2030–31, with a financial outlay of ₹16,300 crore. The NCMM outlines the following outputs/targets:

Key heads	**Total (FY 2024-25 to 2030- 31)**
Domestic Critical Mineral Exploration Projects	1200
Foreign Critical Mineral Mines	50

Incentive scheme for recycling - total materials recycled (kt)	400
Patents in critical mineral value chain	1000
Skill development	10000
Mineral Processing Parks	4
Centre of Excellence	3
Mineral Stockpile (cumulative)	5

Several initiatives have been taken up since the approval of the NCMM which inter alia include:

- The Union Cabinet approved a ₹1,500 crore Incentive Scheme to develop recycling capacity for the separation and production of critical minerals from secondary sources. The Scheme Guidelines were issued on 02.10.2025. The scheme has received a very positive response from the private sector.
- The Ministry of Mines has successfully auctioned 56 critical mineral blocks. Additionally, the Central Government has also successfully auctioned 11 blocks of Exploration License, which include six blocks of critical minerals.
- The Mines and Minerals (Development and Regulation) Act (MMDR Act), 1957 has been amended in 2025 whereby the scope of NMEDT has been expanded to support critical mineral exploration and mining overseas.

- Guidelines for funding Pilot Projects for Recovery of Critical Minerals from overburden/tailings/fly ash/ Red mud etc. issued on 14.11.2025.
- During Union Budget 2024–25, customs duties were eliminated on 25 critical minerals. In Budget 2025–26, Basic Customs Duty (BCD) was exempted on cobalt powder and waste, scrap of lithium-ion batteries, etc. Further, in Budget 2026–27, BCD was exempted on the import of capital goods required for processing of critical minerals in India.
- Forty-eight Private Exploration Agencies have been notified for taking up exploration projects with 100% funding support from NMEDT.
- To encourage and incentivize private-sector participation in mineral exploration, scheme for partial reimbursement of exploration expenses has been introduced for holders of Composite Licences (CL) (reimbursement of up to 50%, subject to a ceiling of ₹8 crore) and holders of Exploration Licence (EL) (up to 50% of expenses, with a maximum limit of ₹20 crore).
- The Ministry of Mines has launched a scheme for reimbursement of up to 50% of the eligible exploration expenditure incurred by Composite Licence (CL) holders on approved exploration activities in offshore CL blocks, subject to a maximum limit of ₹300 crore.
- To strengthen the critical mineral sector and cooperation with Ministry has entered into bilateral agreements/ Memorandum of Understandings/ Joint Declaration of Intent with the Governments of a number of countries including Argentina, Australia, Bolivia, Brazil, Canada, France,

Germany, Japan, Malawi, Mongolia, Mozambique, Peru, Zambia, Zimbabwe.

- Further, the Ministry of Mines engages regularly with various multilateral and bilateral platforms like Mineral Security Partnership (MSP), Indo-Pacific Economic Framework (IPEF), India-UK Technology and Security Initiative(TSI), Quad etc, for strengthening the critical minerals value chain.
- Khanij Bidesh India Limited (KABIL), under Ministry of Mines, has signed an Exploration and Development Agreement with CAMYEN, a state-owned enterprise of Catamarca province of Argentina, for exploration and mining of five Lithium Brine Blocks in Argentina covering an area of 15703 Ha.

SEMICONDUCTOR SUPPLY CHAIN

474. DR. GANAPATHY RAJKUMAR P:

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

(a) whether it is a fact that the Government is stepping up its bid to build a semiconductor supply chain with new project targets spanning chip fabrication, manufacturing and design under the Modified Programme for Development of Semiconductor and Display Manufacturing Ecosystem in the country;

(b) if so, the details thereof;

(c) the details of the target fixed/expected to get new employment generated

and fresh investments; and

(d) the time by which the commercial operation be expected to commence?

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): Guided by the Hon'ble Prime Minister's vision of Atmanirbhar Bharat and positioning India as a global electronics manufacturing hub, the Government has adopted targeted policy initiatives to strengthen the electronics and semiconductor value chain.

India's success in electronics manufacturing:

Since 2014, Government of India has undertaken series of initiatives to promote electronics manufacturing in the country. These include FDI reforms, tax reforms, labour reforms, Production Linked Incentive schemes, etc.

As a result, India now has emerged as one of the major electronics manufacturing ecosystems as seen below:

#	2014-15	2025-26	Remarks
Production of electronics goods (₹)	~1.9 Lakh Cr	~13.11 Lakh Cr	Increased 7 times
Export of electronics goods (₹)	~38 thousand Cr	~4.24 Lakh Cr	Increased 11 times
Production of mobile phones	~18 thousand Cr	~6.27 Lakh Cr	Increased 33

#	2014-15	2025-26	Remarks
(₹)			times
Export of mobile phones (₹)	~1500 Cr	~ 2.59 Lakh Cr	Increased 165 times

India now manufactures around 99.2% of the total mobile phones sold in the country. Mobile phones have emerged as the single largest exported item. Industry estimates that electronics manufacturing now provides employment to nearly 25 Lakh people.

Semicon India Programme:

The semiconductor industry is a foundational industry. All sectors of the economy such as industrial, consumer, defence, telecommunication and automotive etc depend on semiconductors. This sector offers transformative advantages by driving technological innovation, economic growth, and strategic self-reliance.

Recognising the importance of Semiconductors, the Government launched Semicon India Programme in January 2022 for setting up of semiconductor fabs, display fabs semiconductor packaging and also for promotion of Indian designed chips.

Under Semicon India Programme, Government has approved 12 manufacturing projects spanning across 6 states namely Andhra Pradesh, Assam, Gujarat, Punjab, Odisha and Uttar Pradesh with total investment commitments of about ₹1.64 lakh crore. These units have the potential to

generate more than 32,000 employment opportunities depending on the level of factory automation. The approved projects are at various phases of implementation. Out of these 12 projects, commercial production has already commenced from three plants - Micron Semiconductor Technology India Pvt. Ltd, Kaynes Semicon Pvt. Ltd and CG Semi Pvt. Ltd.

Union Cabinet has also approved Semicon 2.0 on 15.07.2026 with an outlay of ₹1.275 lakh crore. This initiative aims to establish a self-reliant, globally competitive semiconductor design and manufacturing ecosystem covering following six pillars:

	Pillars	**Segment**
1	Design of Chips	Strategic and commercial chips
2	Machines and materials	Equipment, chemicals, gases, materials
3	Setting up more Fabs	Silicon, display, compound etc.
4	Further strengthening the ATMP/OSAT industry	Advanced and legacy packaging
5	Research and Development	Advanced technologies
6	Talent Development	Design and manufacturing talent

SATELLITE COMMUNICATION NETWORK (SCN)

475. SHRI DILESHWAR KAMAIT:

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

(a) the progress made in finalising the Satellite Communication Network

(SCN) Authorisation and spectrum assignment framework for satellite communication providers;

(b) the number of Non-Geostationary Satellite Orbit (NGSO) operators, including Starlink, Jio Satellite, OneWeb and Amazon Kuiper, awaiting licences or spectrum pending this framework;

(c) the status and timeline in finalising spectrum pricing and security clearance norms; and

(d) the steps taken to align satellite broadband rollout with National Broadband Mission 2.0 targets?

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

(a) to (c) The Department of Telecommunications sent a reference to Telecom Regulatory Authority of India (TRAI) for providing its recommendations on terms and conditions for authorisation for satellite communication network and for assignment of spectrum under such authorisation. TRAI has published a consultation paper on the framework for satellite communication network authorisation and assignment of spectrum to satellite communication network providers and has also held open-house discussions with stakeholders. The points raised for consideration in the consultation paper, *inter-alia,* include terms and conditions, scope, area of operation, security norms, assignment of spectrum and spectrum pricing for satellite communication network authorisation.

Presently, no application from Non-Geostationary Satellite Orbit (NGSO)

operator is pending for grant of satellite communication network authorisation or assignment of spectrum under such authorisation.

(d) One of the objectives of National Broadband Mission 2.0 is to leverage satellite broadband as an effective and competitive technology, particularly in remote and rural areas, with a view to proliferate broadband services in the country.

HOWRAH-BALLY-DANKUNI-HOOGHLY CORRIDOR

476. SHRIMATI RACHNA BANERJEE:

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

(a) whether the Government has undertaken or proposes to undertake capacity augmentation works on the Howrah-Bally-Dankuni-Hooghly corridor, including additional lines, yard remodelling and terminal infrastructure development and if so, the details thereof;

(b) the present status of the Dankuni coaching terminal and freight handling expansion project including the expected date of commencement and completion of the works;

(c) whether the Government has assessed the likely increase in suburban train frequency and freight handling capacity after completion of the ongoing and proposed projects on the corridor and if so, the details thereof; and

(d) the details of funds allocated for railway infrastructure projects in the Howrah-Hooghly section of Eastern Railway during the financial years 2025-26 and 2026-27?

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

(a) to (d): The capacity augmentation works across Indian Railways are planned and executed based on traffic trends, operational and maintenance requirements and requirements for further development.

The following Yard capacity augmentation works have been undertaken in Howrah-Dankuni area:

i. Howrah Yard remodelling work involving installation of new interlocking system, extension of 4 platforms and construction of service building at a sanctioned cost of Rs. 92.85 Cr.

ii. Dankuni Yard remodelling work involving extension of existing shunting line and upgradation of signalling/ interlocking arrangements at a sanctioned cost of Rs. 27.18 Cr.

Also, preparation of Detailed Project Report (DPR) for Dankuni coaching terminal has been taken up.

Trains serving Howrah-Dankuni sector:

At present, Howrah-Dankuni sector is being served by following 113 regular services and 01 special service which are as under: -

SN	Train Name and Number
1	68121 Howrah -Purulia MEMU

2	68122 Purulia -Howrah MEMU
3	32211 Sealdah - Dankuni EMU
4	32212 Dankuni - Sealdah EMU
5	32213 Sealdah - Dankuni EMU
6	32214 Dankuni - Sealdah EMU
7	32215 Sealdah - Dankuni EMU
8	32216 Dankuni - Sealdah EMU
9	32217 Sealdah - Dankuni EMU
10	32218 Dankuni - Sealdah EMU
11	32219 Sealdah - Dankuni EMU
12	32220 Dankuni - Sealdah EMU
13	32221 Sealdah - Dankuni EMU
14	32222 Dankuni - Sealdah EMU
15	32223 Sealdah - Dankuni EMU
16	32224 Dankuni - Sealdah EMU
17	32225 Sealdah - Dankuni EMU
18	32226 Dankuni - Sealdah EMU

19	32227 Sealdah - Dankuni EMU
20	32228 Dankuni - Sealdah EMU
21	32229 Sealdah - Dankuni EMU
22	32230 Dankuni - Sealdah EMU
23	32231 Sealdah - Dankuni EMU
24	32232 Dankuni - Sealdah EMU
25	32233 Sealdah - Dankuni EMU
26	32234 Dankuni - Sealdah EMU
27	32235 Sealdah - Dankuni EMU
28	32236 Dankuni - Sealdah EMU
29	32237 Sealdah - Dankuni EMU
30	32238 Dankuni - Sealdah EMU
31	32239 Sealdah - Dankuni EMU
32	32240 Dankuni - Sealdah EMU
33	32241 Sealdah - Dankuni EMU
34	32242 Dankuni - Sealdah EMU
35	32243 Sealdah - Dankuni EMU

36	32245 Sealdah - Dankuni EMU
37	32246 Dankuni - Sealdah EMU
38	32247 Sealdah - Dankuni EMU
39	32248 Dankuni - Sealdah EMU
40	32249 Sealdah - Dankuni EMU
41	32250 Dankuni - Sealdah EMU
42	32252 Dankuni - Sealdah EMU
43	32411 Sealdah - Baruipara EMU
44	32412 Baruipara - Sealdah EMU
45	32413 Sealdah - Baruipara EMU
46	32414 Baruipara - Sealdah EMU
47	36011 Howrah - Baruipara EMU
48	36012 Baruipara - Howrah EMU
49	36031 Howrah - Chandanpur EMU
50	36032 Chandanpur - Howrah EMU
51	36033 Howrah - Chandanpur EMU
52	36034 Chandanpur - Howrah EMU

53	36035 Howrah - Chandanpur EMU
54	36036 Chandanpur - Howrah EMU
55	36037 Howrah - Chandanpur EMU
56	36038 Chandanpur - Howrah EMU
57	36071 Howrah - Gurap EMU
58	36072 Gurap - Howrah EMU
59	36081 Howrah - Masagram EMU
60	36082 Masagram - Howrah EMU
61	36083 Howrah - Masagram EMU
62	36084 Masagram - Howrah EMU
63	36085 Howrah - Masagram EMU
64	36086 Masagram - Howrah EMU
65	36087 Howrah - Masagram EMU
66	36088 Masagram - Howrah EMU
67	36811 Howrah - Bardhaman EMU
68	36812 Bardhaman - Howrah EMU
69	36813 Howrah - Bardhaman EMU

70	36814 Bardhaman - Howrah EMU
71	36815 Howrah - Bardhaman EMU
72	36816 Bardhaman - Howrah EMU
73	36817 Howrah - Bardhaman EMU
74	36818 Bardhaman - Howrah EMU
75	36819 Howrah - Bardhaman EMU
76	36820 Bardhaman - Howrah EMU
77	36821 Howrah - Bardhaman EMU
78	36822 Bardhaman - Howrah EMU
79	36823 Howrah - Bardhaman EMU
80	36824 Bardhaman - Howrah EMU
81	36825 Howrah - Bardhaman EMU
82	36826 Bardhaman - Howrah EMU
83	36827 Howrah - Bardhaman EMU
84	36828 Bardhaman - Howrah EMU
85	36829 Howrah - Bardhaman EMU
86	36831 Howrah - Bardhaman EMU

87	36832 Bardhaman - Howrah EMU
88	36833 Howrah - Bardhaman EMU
89	36834 Bardhaman - Howrah EMU
90	36835 Howrah - Bardhaman EMU
91	36836 Bardhaman - Howrah EMU
92	36837 Howrah - Bardhaman EMU
93	36838 Bardhaman - Howrah EMU
94	36839 Howrah - Bardhaman EMU
95	36840 Bardhaman - Howrah EMU
96	36841 Howrah - Bardhaman EMU
97	36842 Bardhaman - Howrah EMU
98	36843 Howrah - Bardhaman EMU
99	36844 Bardhaman - Howrah EMU
100	36845 Howrah - Bardhaman EMU
101	36846 Bardhaman - Howrah EMU
102	36847 Howrah - Bardhaman EMU
103	36848 Bardhaman - Howrah EMU

104	36849 Howrah - Bardhaman EMU
105	36850 Bardhaman - Howrah EMU
106	36851 Howrah - Bardhaman EMU
107	36852 Bardhaman - Howrah EMU
108	36853 Howrah - Bardhaman EMU
109	36854 Bardhaman - Howrah EMU
110	36855 Howrah - Bardhaman EMU
111	36856 Bardhaman - Howrah EMU
112	36858 Bardhaman - Howrah EMU
113	36860 Bardhaman - Howrah EMU
114	08047 Santragachi - Naharlagun Special

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.

Additionally, 6 freight trains per day ply over the Howrah–Dankuni section, and 4 freight trains per day ply over the Howrah–Hooghly section.

To decongest and improve mobility of both passenger and freight trains in the section, following works have been taken up:

S.N.	Name of Work	Status
1	Dankuni-Baltikuri 3rd and 4th line (17 Km)	Project has been sanctioned in 2025-26 at a cost of Rs. 428 Cr. Project has been declared as Special Railway project for land acquisition. Competent Authority for Land Acquisition (CALA) has been appointed. Land acquisition has been taken up.
2	Chandanpur -Saktigarh 4th line (43 Km)	Project has been sanctioned in 2024-25 at a cost of Rs. 700 Cr. Land acquisition has been taken up.

A new Dedicated Freight Corridor connecting Dankuni in East to Surat in West, has been announced in the Union Budget 2026. The work of preparation/ updation of Detailed Project Report (DPR) for this corridor has been taken up.

OFFICIAL COMPLIMENTARY TRAVEL IN LUXURY TRAINS

477. SHRI MATHESWARAN V S:

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

(a) whether the Government received any representation from Members of Parliament regarding unsatisfactory reply given by Railway Ministry to unstarred question number 4156 answered on 18.03.2026 and if so, the details thereof; and

(b) the details of railway officials along with name, designation and class of travel who availed complimentary travel in luxury trains like Palace on Wheels, Maharajas' Express and Deccan Odyssey from 2014 to till date, year-wise?

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

(a) and (b): In the reply given to Unstarred Question No. 4156 dated 18.03.2026, it was mentioned that the Railway officials are entitled to travel in Indian Railway trains with their families in accordance with Railway Pass Rules.

In addition, the details of Railway officials travelled in Palace on Wheels, Maharajas' Express and Deccan Odyssey during last 12 years in accordance with extant guidelines are as under:

<u>Palace on Wheels:</u>

Total Passengers travelled (nos.)	Railway officials travelled (nos.)

12,278	155 (1.26%)

Maharajas' Express:

Total Passengers travelled (nos.)	Railway officials travelled (nos.)
11,522	145 (1.26%)

Deccan Odyssey:

Total Passengers travelled (nos.)	Railway officials travelled (nos.)
8,106	36 (0.44%)

EMPLOYMENT AND ENTREPRENEURSHIP IN RENEWABLE ENERGY SECTOR

478. SHRI MAGUNTA SREENIVASULU REDDY

SHRI PUTTA MAHESH KUMAR

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

(a) the details of the initiatives taken by the Government to skill/re-skill youth for employment and entrepreneurship in the renewable energy sector including solar, wind, green hydrogen, energy storage and allied emerging technologies during the last five years;

(b) the details of the total amount of funds allocated, released and utilised for such schemes/ initiatives for skilling youth in the renewable energy sector

during the last five years, State and year-wise, especially in Andhra Pradesh;

(c) the details of the total number of beneficiaries (male, female and others) trained and certified under such initiatives during the last five years across the country, State-wise especially in Andhra Pradesh;

(d) whether the Government has undertaken any steps to raise awareness among youth, educational institutions, MSMEs and industry stakeholders regarding skilling in renewable energy sector in the country especially in Andhra Pradesh; and

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

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

(a) The Ministry of New and Renewable Energy (MNRE) is implementing the following skill development programmes in the renewable energy sector:

(i) Skill development programmes such as Suryamitra (Solar PV Technician), Vayumitra (Wind Power Plant Technician) and Jal-urjamitra (Small Hydro Power Plant Technician) are being implemented under short term training component of Human Resource Development Programme. These programmes are being implemented to equip youth with skills in Solar, Wind and Bio energy through its autonomous research institutions namely National Institute of Solar Energy (NISE) Gurugram, Haryana, National Institute of Wind Energy (NIWE), Chennai, National Institute of Bio Energy (NIBE), Kapurthala, Punjab. The skilling program of the Ministry in hydro power is administered

through Hydro and Renewable Energy Department (HRED), IIT Roorkee. The implementing agencies are executing these programmes through empaneled Training centers located throughout the country.

ii. Under PM Surya Ghar Muft Bijli Yojana *(PMSGMBY)*, to build capable local expert workforce for installation/design/ OandM for solar roof top systems throughout the country, trainings for the Technicians/ Electricians/ Installers/ Engineers/ Supervisors / vendors / trainers are being imparted through Directorate General of Training (DGT), National Institute for Entrepreneurship and Small Business Development (NIESBUD), National Institute of Solar Energy (NISE), Skill Council of Green Jobs (SCGJ) and TATA Power Skill Development Institute (TPSDI) etc.

iii. Further, skilling of manpower is done for Green Hydrogen Sector under the National Green Hydrogen Mission (NGHM) through a scheme on skilling, up-skilling and re-skilling.

(b) There are no state wise allocation of funds under the capacity building and skill development programmes of the Ministry.

The scheme/programme wise details of fund during the last five years across the country are given in **Table -1** and in the state of Andhra Pradesh are given in **Table - 2, STATEMENT-I.**

(c) There are no state wise targets under the capacity building and skill development programmes of the Ministry.

The state wise total number of trained and certified candidates (male and female) under skill development and capacity building initiatives during the last

five years across the country including specific details for the state of Andhra Pradesh are given in **Table - 1 to 3** of **STATEMENT-II.**

(d) and (e) To raise awareness among youth, educational institutions, MSMEs and industry stakeholders regarding skilling in the renewable energy sector in the country, including in the state of Andhra Pradesh, the Ministry of New and Renewable Energy (MNRE) has under taken various steps which inter-alia include organising conferences, workshops and stakeholder consultations, from time to time.

STATEMENT-I

The scheme/programme wise details of fund during the last five years across the country and in the state of Andhra Pradesh

Table 1: Funds utilised under skill development programmes (FY 2021-22 to up to 2025-26)

Financial year	Funds in Rs.				
	Suryamita programme	Jal-Urjamitra programme	Vayumitra programme	Pradhan Mantri Surya Ghar Muft Bijli Yojna	Green hydrogen skilling*
2021-22	28,74,07,572	-	18,030	-	-
2022-23	6,85,94,097	12,39,108	1,04,08,106	-	-

2023-24	7,98,26,983	1,47,29,010	2,80,44,395	-	1,20,076
2024-25	20,80,44,480	2,63,92,907	1,51,77,117	18,85,72,478	1,19,528
2025-26	28,69,90,088	5,20,65,960	1,67,84,782	60,55,70,903	44,00,000
Total	**93,08,63,220**	**9,44,26,985**	**7,04,71,093**	**79,41,43,381**	**46,39,604**

*Fund under NGHM and PMKVY

Table 2 : Funds utilised under skill development programmes in the state of Andhra Pradesh

(FY 2021-22 to up to 2025-26)

Financial year	**Fund in Rs.**			
	Suryamita programme	**Jal-Urjamitra programme**	**Vayumitra programme**	**Green hydrogen skilling**
2021-22	70,43,642	-	-	-
2022-23	50,62,642	-	-	-
2023-24	9,50,385	-	-	-
2024-25	56,90,876	19,22,950	-	-
2025-26	44,65,136	1,03,85,660	2,21,407	5,93,860
Total	**2,32,12,681**	**1,23,08,610**	**2,21,407**	**5,93,860**

Grand Total	**3,63,36,558**

Note: Fund allocation, release and utilization details for PMSGMBY are maintained agency-wise and not state wise. Therefore, the year wise details of funds allocated, released and utilized for state of Andhra Pradesh are not available with implementing agency.

STATEMENT-II

The state wise total number of trained and certified candidates (male and female) under skill development and capacity building initiatives during the last five years across the country including specific details for the state of Andhra Pradesh

Table 1: State wise, trained and certified candidates (male and female) under Suryamitra, Jal-urjamitra and Vayumitra skill development programmes during the last five years (FY 2021-22 to 2025-26)

S. No.	State/UT	No. of Suryamitras Trained and Certified			No. of Jalurjamitras Trained and Certified			No. of Vayumitras Trained and Certified			No. of Total Trained and Certified		
		Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
1	Andaman and Nicobar Islands (UT)	0	0	0	0	0	0	0	0	0	0	0	0
2	**Andhra Pradesh**	**460**	**435**	**25**	**261**	**222**	**39**	**41**	**31**	**10**	**762**	**688**	**74**
3	Arunachal Pradesh (NER)	120	55	65	29	22	07	0	0	0	149	77	72

4	Assam (NER)	198	175	23	0	0	0	0	0	0	198	175	23
5	Bihar	390	382	8	0	0	0	4	4	0	394	386	8
6	Chandigarh (UT)	53	48	5	0	0	0	0	0	0	53	48	5
7	Chhattisgarh	293	241	52	0	0	0	0	0	0	293	241	52
8	Dadra and Nagar Haveli and Daman and Diu (UT)	0	0	0	0	0	0	0	0	0	0	0	0
9	Delhi	44	44	0	0	0	0	2	2	0	46	46	0
10	Goa	0	0	0	0	0	0	0	0	0	0	0	0
11	Gujarat	439	402	37	0	0	0	219	175	44	658	577	81
12	Haryana	257	252	5	0	0	0	0	0	0	257	252	5
13	Himachal Pradesh	90	90	0	133	112	21	0	0	0	223	202	21
14	Jammu and Kashmir (UT)	1377	932	445	0	0	0	0	0	0	1377	932	445
15	Jharkhand	120	115	5	0	0	0	1	1	0	121	116	5
16	Karnataka	499	432	67	53	51	2	254	210	44	806	693	113
17	Kerala	193	182	11	0	0	0	18	16	2	211	198	13
18	Ladakh (UT)	46	41	5	0	0	0	0	0	0	46	41	5
19	Lakshadweep (UT)	0	0	0	0	0	0	0	0	0	0	0	0
20	Madhya Pradesh	2692	2387	305	0	0	0	131	119	12	2823	2506	317
21	Maharashtra	1189	1099	90	239	146	93	597	563	34	2025	1808	217
22	Manipur (NER)	0	0	0	0	0	0	0	0	0	0	0	0
23	Meghalaya (NER)	60	50	10	0	0	0	0	0	0	60	50	10
24	Mizoram (NER)	0	0	0	0	0	0	0	0	0	0	0	0
25	Nagaland (NER)	0	0	0	0	0	0	0	0	0	0	0	0
26	Odisha	642	581	61	510	396	114	0	0	0	1152	977	175
27	Pondicherry (UT)	87	86	1	0	0	0	4	3	1	91	89	2
28	Punjab	549	513	36	0	0	0	0	0	0	549	513	36
29	Rajasthan	3062	2906	156	0	0	0	391	338	53	3453	3244	209
30	Sikkim (NER)	30	30	0	0	0	0	0	0	0	30	30	0

31	Tamil Nadu	957	863	94	115	101	14	1029	961	68	2101	1925	176
32	Telangana	569	552	17	0	0	0	6	5	1	575	557	18
33	Tripura (NER)	90	80	10	0	0	0	0	0	0	90	80	10
34	Uttar Pradesh	3194	2555	639	0	0	0	1	1	0	3195	2556	639
35	Uttarakhand	503	479	24	324	286	38	0	0	0	827	765	62
36	West Bengal	503	474	29	0	0	0	1	0	1	504	474	30
Total:		**18706**	**16481**	**2225**	**1664**	**1336**	**328**	**2699**	**2429**	**270**	**23069**	**20246**	**2823**

Note: A total of 762 no. of candidates were trained and certified under **Suryamitra, Jal-urjamitra and Vayumitra** in the state of Andhra Pradesh out of which 74 no. are female candidates.

Table 2: State wise trained and certified candidates (male and female) under PM Surya Ghar Muft Bijli Yojana (PMSGMBY) during the last five years (FY 2021-22 to 2025-26)

Trained Trainees under trainings of PMSGMBY																			
S.No.	State	Solar Installers/ Engineers/ Technicians			Solar Helpers/ Assistant Technicians			Entrepreneurs as Vendors			Rooftop Solar Supervisors			DISCOM Officials		Total			Grand Total
		M*	F$	O#	M*	F$	O#	M*	F$	O#	M*	F$	O#	M*	F$	M*	F$	O#	
1	Andaman and Nicobar Islands	96	4	-	-	-	-	-	-	-	-	-	-	-	-	96	4	-	100
2	**Andhra Pradesh**	**8,135**	**238**	**-**	**12**	**14**	**-**	**1,508**	**355**	**-**	**4**	**-**	**-**	**-**	**-**	**9,659**	**607**	**-**	**10,266**
3	Arunachal Pradesh	15	-	-	-	-	-	-	-	-	-	-	-	-	-	15	-	-	15
4	Assam	697	67	-	712	232	-	984	178	-	-	-	-	-	-	2,393	477	-	2,870
5	Bihar	7,229	1,869	-	231	251	-	4,055	468	-	44	1	-	-	-	11,559	2,589	-	14,148
6	Chandigarh	85	6	-	-	-	-	30	-	-	-	-	-	-	-	115	6	-	121
7	Chhattisgarh	717	157	-	140	110	-	715	146	-	-	-	-	-	-	1,572	413	-	1,985
8	Delhi	384	66	-	101	21	-	-	-	-	195	19	-	713	146	1,393	252	-	1,645
9	Goa	103	-	-	-	-	-	-	-	-	-	-	-	-	-	103	-	-	103
10	Gujarat	3,189	94	-	91	344	-	1,467	217	-	118	4	-	860	37	5,725	696	-	6,421
11	Haryana	6,201	673	-	363	216	-	963	122	-	-	-	-	-	-	7,527	1,011	-	8,538
12	Himachal Pradesh	2,751	201	-	112	57	-	1,744	663	-	-	-	-	-	-	4,607	921	-	5,528
13	Jammu And Kashmir	1,811	883	-	987	1,716	-	777	361	-	1	-	-	-	-	3,576	2,960	-	6,536
14	Jharkhand	1,151	385	-	722	465	-	871	162	-	493	71	-	41	3	3,278	1,086	-	4,364
15	Karnataka	13,029	294	1	97	141	-	302	15	-	5	1	-	-	-	13,433	451	1	13,885

16	Kerala	3,855	454	-	32	6	-	45	8	-	52	9	-	-	-	3,984	477	-	4,461
17	Ladakh	11	3	-	-	-	-	87	62	-	-	-	-	-	-	98	65	-	163
18	Lakshadweep	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19	Madhya Pradesh	4,296	795	-	1,473	1,069	-	1,683	159	-	12	-	-	1,181	48	8,645	2,071	-	10,716
20	Maharashtra	4,438	1,366	-	531	224	-	1,687	177	-	646	167	-	201	95	7,503	2,029	-	9,532
21	Manipur	38	-	-	-	-	-	321	104	-	-	-	-	-	-	359	104	-	463
22	Meghalaya	39	1	-	-	-	-	-	-	-	-	-	-	-	-	39	1	-	40
23	Mizoram	6	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-	6
24	Nagaland	18	-	-	-	-	-	-	-	-	-	-	-	-	-	18	-	-	18
25	Odisha	2,661	816	1	337	207	-	2,948	349	-	433	73	-	301	15	6,680	1,460	1	8,141
26	Puducherry	207	10	-	-	-	-	112	30	-	-	-	-	-	-	319	40	-	359
27	Punjab	1,894	232	-	592	760	-	3,461	438	-	1	-	-	-	-	5,948	1,430	-	7,378
28	Rajasthan	5,018	682	-	1,558	736	-	1,969	73	-	23	-	-	1,360	104	9,928	1,595	-	11,523
29	Sikkim	75	15	-	47	38	-	-	-	-	-	-	-	-	-	122	53	-	175
30	Tamil Nadu	2,436	409	-	227	224	-	655	296	-	244	38	-	50	21	3,612	988	-	4,600
31	Telangana	5,766	327	2	173	191	-	266	27	-	1	-	-	-	-	6,206	545	2	6,753
32	Dadra and Nagar Haveli and Daman and Diu	45	-	-	-	-	-	-	-	-	3	-	-	-	-	48	-	-	48
33	Tripura	464	34	-	-	-	-	159	-	-	-	-	-	-	-	623	34	-	657
34	Uttar Pradesh	8,787	3,130	-	4,568	3,189	-	5,196	707	1	160	6	-	4	-	18,715	7,032	1	25,748
35	Uttarakhand	835	347	-	137	229	-	1,330	293	-	-	-	-	-	-	2,302	869	-	3,171
36	West Bengal	258	39	-	420	282	-	440	81	-	302	32	-	-	-	1,420	434	-	1,854
Total		**86,740**	**13,597**	**4**	**13,663**	**10,722**	**-**	**33,775**	**5,491**	**1**	**2,737**	**421**	**-**		**469**	**141,626**	**30700**	**5**	**1,72,331**

M*- Male ; F$- Female ; O # – Others

Note: A total of 10266 no. of candidates were trained under **PMSGMBY** in Andhra Pradesh out of which 607 no. are female candidates.

Table 3: State wise trained and certified candidates (male and female) under National Green Hydrogen Mission (NGHM) during the last five years (FY 2021-22 to 2025-26)

States	No. of trained candidates					
	Female		Male		Total	
	Trained	Certified	Trained	Certified	Trained	Certified

Andhra Pradesh	**96**	**94**	**235**	**226**	**331**	**320**
Assam	24	24	107	100	131	124
Delhi	78	78	191	175	269	253
Gujarat	158	149	567	494	725	643
Haryana	190	179	486	460	676	639
Karnataka	22	19	155	146	177	165
Madhya Pradesh	238	218	446	395	684	613
Maharashtra	143	123	470	416	613	539
Odisha	82	51	302	227	384	278
Rajasthan	141	116	512	466	653	582
Tamil Nadu	7	7	210	186	217	193
Uttar Pradesh	1396	1195	1435	1273	2831	2468
Uttarakhand	104	100	136	133	240	233
West Bengal	19	18	199	180	218	198
Total	**2698**	**2371**	**5451**	**4877**	**8149**	**7248**

Note: A total of 331 and 320 no. of candidates were trained and certified under **NGHM** in the state of Andhra Pradesh out of which 96 and 94 no. are female candidates respectively.

Trained manpower in Andhra Pradesh

A total of 11359 and 11348 no. of candidates were trained and certified under MNRE Skill Development Programmes in the state of Andhra Pradesh out of which 777 and 775 no. are female candidates respectively.

PROJECTS APPROVED UNDER DLI SCHEME

479. DR. SHASHI THAROOR:

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

(a) the number of projects approved under the Design Linked Incentive (DLI) Scheme that have progressed to tape-out, successful fabrication and

deployment in electronic products, respectively along with the sector-wise details thereof;

(b) whether the Government has undertaken any assessment of the challenges faced by DLI- supported companies in progressing from tape-out to fabrication and from fabrication to deployment and if so, the findings thereof along with the details of steps taken or proposed to be taken;

(c) the number of applicants that have become eligible for incentives and the number that have received disbursements under the Product Design Linked Incentive and Deployment Linked Incentive components along with the amount sanctioned and disbursed under each component; and

(d) whether the Government proposes to strengthen post-design support under the DLI Scheme including testing, certification, manufacturing partnerships and market access to facilitate deployment of indigenous semiconductor designs and if so, the details thereof?

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

(a) to (d): **Semiconductor industry:**

Semiconductor is a foundational industry. Semiconductor chips are now integral part of the electronic goods such as mobile phones, computers, household appliances, vehicles, railway equipment, drones, aeroplanes, etc.

India’s semiconductor policy:

Successive Governments in India made multiple efforts since 1960s to set up semiconductor industry. However, these efforts did not materialise.

Semicon India program:

In 2022, Government launched Semicon India program. It was based on Prime Minister Narendra Modi's vision of Atmanirbhar Bharat and Make in India. Clear policy proposals and steadfast execution of the Semicon India program have resulted in initial success.

Design Linked Incentive (DLI) Scheme:

Chip design is one of the most important parts of the semiconductor value chain. Recognising the potential of Indian chip engineers, Government has been promoting semiconductor design ecosystem in India.

Under the DLI scheme launched as part of the Semicon India Program, Government is supporting domestic companies, startups and Micro, Small and Medium Enterprises (MSMEs) engaged in semiconductor chip design.

Support is granted in following manner:

(i) Access to free Electronic design automation (EDA) tools.

(ii) Financial incentive up to Rs 15 Cr for chip design and up to Rs 30 Cr for deployment.

(iii) Post design support including support for IP core, prototyping and tape-out.

The **ChipIN Centre** has been established at C-DAC, Bengaluru as a centralized national facility to strengthen the semiconductor design ecosystem

and provide end-to-end post-design support. The other details of support at ChipIN Centre are available at https://c2s.gov.in/chipin.jsp

Results of DLI Scheme:

- 105 fabless chip design companies have been provided centralized access to advanced EDA tools, cumulatively consuming 87 lakh hours of EDA tools usage.
- Out of these, 24 projects from start-ups/ MSMEs have been approved for the Product Design Linked Incentive (P-DLI) to develop semiconductor chips.
- The approved projects address critical sectors such as video surveillance, drone detection, energy metering, microprocessors, satellite communications, Light Emitting Diode (LED) drivers, broadband and Internet of Things (IoT) System-on-Chips (SoCs).
- An investment of more than ₹900 crore, including the cost of EDA tools, has been committed for the approved projects.
- The beneficiary companies have collectively raised more than ₹900 crore in venture capital funding to scale up and commercialize their semiconductor products. This shows the confidence of industry and investors.
- So far, 25 chip designs have been successfully taped out across multiple foundries, including advanced technology nodes such as 12 nm at TSMC.

- The approved projects are at various stages of design, fabrication, prototyping and validation. The release of incentives under the Scheme is linked to the achievement of predefined milestones, including successful design, tape-out and deployment of semiconductor chips.

Government regularly engages with beneficiary companies, industry associations and other stakeholders to assess implementation challenges under the Scheme. The key identified include access to seed capital and venture funding, advance chip design tools, specialized trainings, access to semiconductor foundries, packaging and post-silicon validation facilities.

To address these challenges and build on the successful implementation of the first phase, the Union Cabinet has approved Semicon 2.0 on 15.07.2026 with a fiscal outlay of ₹1,27,500 crore.

Semicon 2.0 adopts a holistic approach to strengthen the entire semiconductor value chain and shall further accelerate the development of a robust and resilient semiconductor ecosystem in the country. The programme focuses on six strategic pillars: Design; Machines and Materials; Setting up more Fabs; Strengthening the ATMP/OSAT Industry; Research and Development (RandD); and Talent Development.

To facilitate the design of complex semiconductor chips, the programme provides enhanced capital support for startups and MSMEs, along with introduction of fiscal support for domestic companies other than startups and MSMEs. It also enables the participation of companies owned and controlled by Overseas Citizens of India (OCIs), in order to leverage their global expertise

and experience to strengthen India's semiconductor ecosystem.

RESEARCH SCHEME OF NITI AAYOG

480. SHRI PRABHAKAR REDDY VEMIREDDY:

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

(a) the details of funds allocated and utilised under the Research Scheme of NITI Aayog (RSNA) 2021 during the last five years, year-wise;

(b) the details of organisations that have received financial support for research under the scheme during the last five years, State-wise particularly to Andhra Pradesh along with the nature and subject of research supported;

(c) whether a monitoring and evaluation mechanism exists to track the quality, timeliness and utilisation of research outputs under the scheme and if so, the details thereof including steps taken in cases of delay or non-delivery of research outcomes; and

(d) the details of the number of research projects approved, commenced, completed and pending under the Research Scheme of NITI Aayog (RSNA) 2021 during the last five years, along with the average time taken for completion, year-wise?

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 the funds allocated and utilized under Research Scheme of NITI Aayog (RSNA) during FY 2021-22 to FY 2025-26 is as follows:

Financial Year	**Allocated Amount (Rs. in crore)**	**Actual Expenditure (Rs. in crore)**
2021-22	6.00	3.42
2022-23	6.00	3.38
2023-24	4.00	2.55
2024-25	4.00	3.99
2025-26	6.00	5.98

(b) The list of the organisations/individuals that have received funding under the Scheme to undertake specific research projects during FY 2021-22 to FY 2025-26 is placed at **STATEMENT**. The Scheme does not have any State-wise allocation.

(c) Yes Sir. The RSNA guidelines and the contract issued to the consultant prescribes the governing terms of performance. Further, the release of the fees is linked with evaluation of the quality of the research study report. Delay

or non-submission of the research report has consequences in terms of penalty or termination of the contract. The details may be perused in the RSNA guidelines at the link: https://www.niti.gov.in/guidelines

(d) A total of **87** research study projects were approved and commenced during the period from **FY 2021-22 to FY 2025-26**. During the same period, **67** projects have been completed, while **42** projects remain ongoing as on **15.07.2026**. The time taken for completion varies depending upon the scope, complexity and nature of the individual study. The year wise details are tabulated below:

Financial Year	**Research Studies Approved and commence**	**Completed**	**Average time for completion (in months)**
2021-22	16	13	23
2022-23	12	12	17
2023-24	14	14	18
2024-25	14	16	19
2025-26	31	12	13

STATEMENT

The list of the organisations received funding from FY 2021-22 to FY 2025-26

Sr. No.	Name of the Organisation
1	Administrative Staff College of India (ASCI), Hyderabad
2	Arcus Policy Research, New Delhi
3	Athena Infonomics India Private Limited, Chennai
4	Bureau of Research on Industry and Economic Fundamentals Pvt Ltd (BRIEF), New Delhi
5	Centre for Good Governance, Telangana
6	Centre for Social and Economic Progress (CSEP), New Delhi
7	Clarivate
8	Climate policy Initiative India Pvt ltd (CPI), New Delhi
9	CRISIL, Mumbai
10	CUTS International (Consumer Unity and Trust Society), Jaipur
11	DALBERG, New Delhi
12	Deloitte India, Gurugram
13	Deloitte, Mumbai
14	Development and Research Services Pvt Ltd, New Delhi
15	DOORS, Noida
16	Dr. Kannan Muthu, Chief Sustainability Officer, Green Story
17	DRONAH Foundation, Gurugram
18	EGROW Foundation (Economic Growth and Welfare), Noida
19	Entrepreneurship Development Institute of India (EDII), Gujarat
20	Environmental Management Centre (EMC), Mumbai
21	Ernst and Young Pvt. Ltd, New Delhi
22	Forest Survey of India, Dehradun
23	Forvis Mazars, Gurugram
24	Foundation for Innovation and Technology Transfer (FITT) Indian Institute of Technology (IIT), Delhi
25	Global Himalayan Expedition (GHE) Impact Ventures, Gurgaon
26	Humanities and Social Science, Kurukshetra
27	ICAR-Indian Agriculture Research Institute, New Delhi
28	ICAR-Indian Institute of Maize Research, Ludhiana
29	Indian Council of Agricultural Research (ICAR)–National Institute of Agricultural Economics and Policy Research (NIAP), New Delhi
30	Indian Institute of Management (IIM), Bangalore
31	Indian Institute of Technology (IIT), Ropar

Sr. No.	Name of the Organisation
32	Indian Institute of Management (IIM)-Ahmedabad
33	Indian Institute of Technology (IIT), Kanpur
34	Indian Institute of Technology (IIT), Madras
35	Indian Institute of Technology (IIT) Kharagpur
36	Indian School of Business, Mohali
37	Indian Statistical Institute (ISI), Kolkata
38	Indian Statistical Institute (ISI), New Delhi
39	Institute for Studies in Industrial Development (ISID), New Delhi
40	Institute of Human Development (IHD), New Delhi
41	Jupitice Justice Technologies Pvt Ltd, Chandigarh
42	Klynved Peat Marwick Goerdeler (KPMG), Gurugram
43	M.N. Dastur and Company Pvt. Ltd, New Delhi
44	Micro Save Consulting (MSC) India Private Limited, Lucknow
45	Ms. Aastha Manocha
46	Ms. Rishu Nigam
47	National Council for Applied Economic Research (NCAER), New Delhi
48	National Environmental Engineering Research Institute (NEERI)
49	National Institute for Labour Economic Research and Development (NILERD)
50	National Institute of Advanced Studies (NIAS), Bengaluru
51	National Institute of Public Finance and Policy (NIPFP), New Delhi
52	National Institute of Rural Development and Panchayati Raj (NIRDPR), Hyderabad
53	National Institute of Urban Affairs (NIUA), New Delhi
54	National Law School of India University (NLSUI), Bangalore
55	National Maritime Foundation (NMF)
56	Oliver Wyman, Mumbai
57	Post Graduate Institute of Medical Education and Research (PGIMER), Chandigarh
58	PRAYAS, Bangalore
59	Pricewaterhouse Coopers (PWC) Pvt Ltd, Gurgaon
60	Public Health Foundation of India (PHFI), Gurugram
61	Quantta Analytics Pvt Ltd, Gurgaon
62	RITES Ltd., Gurugram
63	Saha Manthran Private Limited, Gurugram
64	SARVAM AI, Bengaluru
65	SATTVA Media and consulting, Bengaluru
66	Sh. Naman Jain
67	Sh. Nihar Gokhale

Sr. No.	Name of the Organisation
68	Symbiosis School of Economics, Pune
69	Tata Institute of Social Sciences (TISS), Mumbai
70	The Energy and Resource Institute (TERI), New Delhi
71	Vidhi Centre for Legal Policy, New Delhi
72	WAPCOS Limited, Gurugram

SHARE OF RENEWABLE ENERGY IN ENERGY MIX

481. SUSHRI S. JOTHIMANI:

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

(a) the percentage increase in renewable energy generation excluding large hydro during the first half of the year 2025 and the current share of non-hydro renewables in the national electricity mix;

(b) the details of roadmap of Government for scaling up Battery Energy Storage Systems (BESS) to support grid stability and enable integration of variable renewables;

(c) the projected contribution of energy storage infrastructure in achieving the national target of 500GW of non-fossil fuel-based capacity by the year 2030 especially in high potential States like Tamil Nadu; and

(d) whether the Government is upgrading grid infrastructure and streamlining Power Purchase Agreements (PPAs) to address risks and delays in renewable procurement 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 the information received from Central Electricity Authority (CEA), details of source-wise renewable energy (RE) generation growth (excluding Large Hydro) during April 2025 - September 2025 as compared to April 2024 - September 2024 are given below:

Source	**RE generation (MU) April 2025-September 2025**	**RE generation (MU) April 2024-September 2024**	**Percentage growth**
Wind	72743.86	55888.29	30.16
Solar	81336.33	67929.19	19.74
Biomass	1947.52	1686.64	15.47
Bagasse	1997.24	1669.90	19.60
Small Hydro	7377.88	6640.59	11.10
Others	1460.19	1443.82	01.13
Total	166863.02	135258.43	23.37

During the current financial year 2026-27, for the months of April – May 2026,

share of renewable energy (other than hydro) in terms of the overall electricity generation mix is 18.26%.

(b) and (c) The Central Electricity Authority (CEA), under the Base case scenario to achieve 500 GW of capacity from non-fossil fuel sources by 2030, has estimated a Battery Energy Storage Systems (BESS) requirement of 41.65 GW/208.25 GWh capacity. The Government has taken various steps for scaling up of BESS to support grid stability and enable integration of variable renewables in the country, including the State of Tamil Nadu. These, inter alia, include the following:

- 'National Programme on Advanced Chemistry Cell (ACC) Battery Storage' for implementation of giga-scale ACC manufacturing facilities in India, with an aim to establish a competitive domestic manufacturing ecosystem for 50 GWh with a total budgetary outlay of ₹18,100 crore. Out of 50 GWh capacity, 10 GWh has been earmarked for grid scale stationary storage applications.
- Ministry of Power is providing Viability Gap Funding (VGF) under different scheme for development of over 43 GWh capacity of BESS in the country including for the state of Tamil Nadu.
- A National Framework for Promotion of Energy Storage Systems was issued in September 2023, providing a comprehensive roadmap for deployment, market integration and regulatory facilitation of storage technologies.
- Waiver of Inter-State Transmission System (ISTS) charges has been provided for co-located BESS projects commissioned up to June 2028, to improve project viability.

• Electricity supplied from BESS has been allowed to participate in the High-Price Day-Ahead Market, enabling storage to respond to peak price signals.

• CEA issued an advisory on co-location of ESS with solar power projects, recommending storage capacity of at least 10% of installed solar capacity for a minimum duration of two hours, to improve dispatchability of solar power.

(d) For upgrading grid infrastructure following initiatives have been taken by the Government:

i. Central Electricity Authority (CEA) had published a plan for Transmission System for Integration of over 500 GW RE Capacity by 2030 covering all RE rich States.

ii. Ministry of New and Renewable Energy (MNRE) is implementing Green Energy Corridor Scheme (GEC) in 10 States viz. Andhra Pradesh, Tamil Nadu, Karnataka, Telangana, Maharashtra, Kerala, Gujarat, Rajasthan, Uttar Pradesh and Himachal Pradesh for evacuation of 44 GW of Renewable Energy (RE).

iii. 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;

iv. Establishment of Renewable Energy Management Centers (REMCs) for real-time forecasting, scheduling, and monitoring of RE generation across 12 RE-rich regions.

v. Waiver of Inter State Transmission System Charges for Battery Energy

Storage Systems

vi. Issuance of Guidelines for Procurement and Utilization of Battery Energy Storage Systems.

vii. Issuance of Guidelines for the development of Pumped Storage Projects.

Regarding streamlining the Power Purchase Agreements (PPAs), under section 63 of Electricity Act, the Government of India has issued standard bidding guidelines for tariff based competitive bidding process for procurement of power from grid-connected renewable power projects, which include solar, wind, wind-solar hybrid and FDRE (Firm and Dispatchable Renewable Energy). These guidelines provide a transparent, fair, standardized procurement frame work based on open competitive bidding with appropriate risk-sharing including payment security, between various stakeholders to enable procurement of power at competitive prices in consumer interest, improve bankability of projects and ensure reasonable returns to the investors. These guidelines also contain provisions for contract enforcement for timely setting up of renewable energy power projects.

EXPANSION OF PUBLIC BROADCASTING IN PUNJAB

482. SHRI CHARANJIT SINGH CHANNI:

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

(a) whether the Government proposes to expand public broadcasting, regional news outreach or community media services in Punjab;

(b) if so, the details thereof;

(c) whether any steps have been taken by the Government to improve Punjabi-language content and coverage of border, rural and cultural issue; and

(d) the details of funds allocated for such programmes during the current year?

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): Prasar Bharati provides extensive public broadcasting services in Punjab through Doordarshan and Akashvani.

DD Punjabi, a 24x7 satellite channel beamed from Doordarshan Kendra (DDK), Jalandhar, broadcasts Punjabi-language programmes on the State's culture, heritage, news and current affairs. It is also available on Prasar Bharati's OTT platform WAVES and on YouTube.

Punjab has two Programme Production Centres, DDK Jalandhar and the Programme Generating Facility, Patiala. The Regional News Unit at DDK Jalandhar telecasts 6 daily Punjabi news bulletins of 15 minutes each and 3 weekly Punjabi current affairs programmes. These cover border areas, rural development, culture and other issues of public interest.

All Akashvani stations in Punjab broadcast Punjabi-language programmes on culture, agriculture, rural development, health and other public interest issues. Akashvani's Jalandhar Cluster Station broadcasts five daily news bulletins—three National and two Regional—in Punjab.

During the current financial year, a total of ₹9.48 crore has been allocated for

such programmes of Akashvani and Doordarshan for Punjab.

Doordarshan's free-to-air DTH platform, DD Free Dish, is available across India, including Punjab (except the Andaman and Nicobar Islands). At present, it carries DD Punjabi along with four private Punjabi-language News and Current Affairs channels, promoting wider access to Punjabi-language content. Further, Prasar Bharati encourages regional language channels, including Punjabi channels, to join the DD Free Dish platform.

भारत सेमीकंडक्टर मिशन 2.0 के तहत प्रगति

483. श्रीमती कमलेश जांगड़े:

श्री दिलीप शइकीया:

श्री विजय कुमार दूबे:

श्री प्रवीण पटेल:

डॉ. मन्ना लाल रावत:

श्री पी. पी. चौधरी:

श्री विश्वेश्वर हेगड़े कागेरी:

डॉ. निशिकान्त दुबे:

श्री नव चरण माझी:

श्री कृष्ण प्रसाद टेन्नेटी:

क्या **इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री** यह बताने की कृपा करेंगे कि:

(क) मई 2026 तक स्वीकृत सेमीकंडक्टर परियोजनाओं सहित भारत सेमीकंडक्टर मिशन 2.0 के तहत हुई प्रगति का ब्यौरा क्या है;

(ख) मिशन के तहत सेमीकंडक्टर विनिर्माण, एटीएमपी/ओएसएटी और घटक विनिर्माण सुविधाओं की स्थापना की वर्तमान स्थिति क्या है;

(ग) घरेलू सेमीकंडक्टर आपूर्ति श्रृंखला, अनुसंधान और कुशल कार्यबल को बेहतर बनाने के लिए क्या कदम उठाए गए हैं;

(घ) घरेलू इलेक्ट्रॉनिक्स विनिर्माण की वृद्धि से कितने रोजगार उत्पन्न होने की संभावना है;

(ड़) घरेलू इलेक्ट्रॉनिक्स विनिर्माण को बढ़ाने और आयात निर्भरता को कम करने में इस मिशन के अपेक्षित योगदान का ब्यौरा क्या है; और

(च) क्या राजस्थान राज्य में कोई स्वीकृत सेमीकंडक्टर परियोजनाएं स्थित हैं?

वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय में राज्य मंत्री (श्री जितिन प्रसाद):

(क) से (च): भारत सरकार की सेमीकंडक्टर रणनीति माननीय प्रधानमंत्री के मेक इन इंडिया और आत्मनिर्भर भारत के दृष्टिकोण पर आधारित है। यह एक सुविचारित रणनीति है, जिसका उद्देश्य तैयार उत्पादों के असेंबली, उप-असेंबली, घटकों, चिप डिज़ाइन, फैब्रिकेशन, पैकेजिंग आदि सहित विनिर्माण इकोसिस्टम का विकास करना है।

इन पहलों के परिणामस्वरूप, पिछले 12 वर्षों में भारत में इलेक्ट्रॉनिक्स विनिर्माण का उल्लेखनीय विस्तार हुआ है, जिसे निम्नलिखित आंकड़ों से देखा जा सकता है:

#	2014-15	2025-26	टिप्पणियां
इलेक्ट्रॉनिक्स वस्तुओं का उत्पादन (रु.)	~1.9 लाख करोड़	~13.11 लाख करोड़	7 गुना वृद्धि
इलेक्ट्रॉनिक्स वस्तुओं का निर्यात (रु.)	~38 हजार करोड़	~4.24 लाख करोड़	11 गुना वृद्धि
मोबाइल फोनों का	~18 हजार करोड़	~6.27 लाख करोड़	33 गुना वृद्धि

#	2014-15	2025-26	टिप्पणियां
उत्पादन (रु.)			
मोबाइल फोनों का निर्यात (रु.)	~1500 करोड़	~ 2.59 लाख करोड़	165 गुना वृद्धि

भारत अब देश में निर्यात किए जाने वाले कुल मोबाइल फोन का लगभग 99.2% विनिर्माण करता है। मोबाइल फोन सबसे बड़े निर्यात किए जाने वाले आइटम के रूप में उभरा है। उद्योग का अनुमान है कि इलेक्ट्रॉनिक्स विनिर्माण अब लगभग 25 लाख लोगों को रोजगार प्रदान करता है।

सेमीकॉन इंडिया कार्यक्रम:

सेमीकंडक्टर उद्योग एक मूलभूत उद्योग है। अर्थव्यवस्था के सभी क्षेत्र जैसे औद्योगिक, उपभोक्ता, रक्षा, दूरसंचार और मोटर वाहन आदि सेमीकंडक्टरों पर निर्भर करते हैं। यह क्षेत्र तकनीकी नवाचार, आर्थिक विकास और रणनीतिक आत्मनिर्भरता को बढ़ावा देकर परिवर्तनकारी लाभ प्रदान करता है।

सेमीकंडक्टर के महत्व को पहचानते हुए, सरकार ने जनवरी 2022 में 76,000 करोड़ रुपये के परिव्यय के साथ एक समर्पित कार्यक्रम (सेमीकॉन इंडिया प्रोग्राम) शुरू किया। इस कार्यक्रम में सेमीकंडक्टर फैब्स, डिस्प्ले फैब और सेमीकंडक्टर पैकेजिंग शामिल थे। इसमें सेमीकंडक्टर डिजाइन के लिए डिजाइन लिंक्ड इंसेंटिव (डीएलआई) योजना भी शामिल थी।

इस कार्यक्रम के तहत, सरकार ने लगभग 1.64 लाख करोड़ रुपये की कुल निवेश प्रतिबद्धताओं के साथ आंध्र प्रदेश, असम, गुजरात, पंजाब, ओडिशा और उत्तर प्रदेश जैसे 6 राज्यों में फैली 12 सेमीकंडक्टर विनिर्माण परियोजनाओं को मंजूरी दी है। इन इकाइयों से फैक्ट्री ऑटोमेशन के स्तर के आधार पर लगभग 32,000 प्रत्यक्ष रोजगार के अवसर सृजित किए जाने की उम्मीद है। परियोजनाओं का विवरण https://ism.gov.in/ पर उपलब्ध है। इन 12 परियोजनाओं में से तीन

संयंत्रों- माइक्रोन सेमीकंडक्टर टेक्नोलॉजी इंडिया प्राइवेट लिमिटेड, केन्स सेमीकॉन प्राइवेट लिमिटेड और सीजी सेमी प्राइवेट लिमिटेड से वाणिज्यिक उत्पादन पहले ही शुरू हो चुका है।

इसके अलावा, वित्तीय सहायता के लिए चौबीस (24) सेमीकंडक्टर डिजाइन परियोजनाओं को भी अनुमोदित किया गया है। इसके अतिरिक्त, 105 स्टार्ट-अप/एमएसएमई को उद्योग-मानक इलेक्ट्रॉनिक डिजाइन ऑटोमेशन (ईडीए) उपकरणों तक पहुंच प्रदान की गई है। अब तक, इन चिप डिजाइन टूल्स का उपयोग 87 लाख घंटे से अधिक हो चुका है।

सेमीकॉन इंडिया कार्यक्रम को निवेशकों के साथ स्थान का चुनाव करने के लिए डिज़ाइन किया गया है। निवेशक विभिन्न कारकों के आधार पर स्थान का मूल्यांकन करते हैं। सरकार वितरित विनिर्माण को प्रोत्साहित करती है। इस दृष्टिकोण के कारण, सेमीकंडक्टर संयंत्र आज देश भर के छह(6) राज्यों में स्थित हैं।

सेमीकॉन2.0:

सेमीकॉन इंडिया 1.0 की सफलता के आधार पर, केंद्रीय मंत्रिमंडल ने 15 जुलाई, 2026 को 1.275 लाख करोड़ रुपये के परिव्यय के साथ सेमीकॉन 2.0 को मंजूरी दी। इस पहल का उद्देश्य एक आत्मनिर्भर, विश्व स्तर पर प्रतिस्पर्धी सेमीकंडक्टर डिजाइन और विनिर्माण इकोसिस्टम स्थापित करना है। सेमीकॉन 2.0 निम्नलिखित छह(6) स्तंभों पर बनाया गया है:

	स्तंभ	**खंड**
1	चिप्स का डिजाइन	रणनीतिक और वाणिज्यिक चिप्स
2	मशीनें और सामग्री	उपकरण, रसायन, गैसें, सामग्री
3	अधिक फैब सेट करना	सिलिकॉन, डिस्प्ले, कंपाउंड आदि।
4	एटीएमपी/ओएसएटी उद्योग को और सुदृढ़ करना	उन्नत और पुराने पैकेजिंग
5	अनुसंधान एवं विकास	उन्नत प्रौद्योगिकियां
6	प्रतिभा विकास	डिजाइन और विनिर्माण प्रतिभा

आपूर्ति श्रृंखला, अनुसंधान एवं विकास और कुशल कार्यबल को सुदृढ़ करने के लिए उठाए गए कदम:

सेमीकॉन 2.0 में आपूर्ति श्रृंखला (उपकरण, रसायन, गैसें, सामग्री आदि) के विकास, उन्नत प्रौद्योगिकियों के लिए अनुसंधान और विकास और डिजाइन और विनिर्माण के लिए प्रतिभा विकास के लिए समर्पित स्तंभ हैं। इसके अलावा, अनुमोदित आवेदक रसायनों, गैसों और अन्य कच्चे माल की दीर्घकालिक आपूर्ति सुनिश्चित करने के लिए विभिन्न वैश्विक और स्थानीय आपूर्ति श्रृंखला भागीदारों के साथ समझौते करते हैं।

इसके अलावा, सरकार ने संयुक्त राज्य अमेरिका, यूरोपीय संघ, जापान, सिंगापुर और

नीदरलैंड के साथ समझौता ज्ञापनों पर भी हस्ताक्षर किए हैं जो ऐसी अनुमोदित कंपनियों की आपूर्ति श्रृंखला साझेदारी हासिल करने के लिए बी2बी सहयोग के लिए एक सक्षम मंच प्रदान करता है।

सेमीकंडक्टर अनुसंधान एवं विकास और प्रतिभा विकास के लिए सरकार द्वारा उठाए गए कदम:

इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय चिप डिजाइन और विनिर्माण के क्षेत्र में देश भर के शैक्षणिक और अनुसंधान संस्थानों में अनुसंधान एवं विकास परियोजनाओं का समर्थन करता है। इन प्रयासों के परिणामस्वरूप, अन्य परिणामों के अलावा, ओपन-सोर्स इंस्ट्रक्शन सेट आर्किटेक्चर (आईएसए) के आधार पर मल्टी-कोर माइक्रोप्रोसेसरों के डिजाइन और विनिर्माण के साथ-साथ एनएवीआईसी (भारतीय नक्षत्र के साथ नेविगेशन) और जीपीएस (ग्लोबल पोजिशनिंग सिस्टम) दोनों का समर्थन करने वाले एकीकृत रिसीवर चिपसेट के सिविलियन एप्लीकेशनों में डिजाइन, विनिर्माण और राष्ट्रव्यापी नियोजन हुआ है।

सरकार ने शैक्षणिक कार्यक्रमों, उद्योग साझेदारी और राष्ट्रीय कौशल पहल के माध्यम से एक सुदृढ़ सेमीकंडक्टर प्रतिभा पाइपलाइन विकसित करने के लिए विभिन्न कदम भी उठाए हैं:

i. सरकार ने चिप डिजाइन में उद्योग के लिए तैयार जनशक्ति प्रदान करने के लिए चिप्स टू

स्टार्टअप (सी2एस) कार्यक्रम शुरू किया। इस कार्यक्रम के तहत, अत्याधुनिक चिप डिजाइन टूल्स तक पहुंच बिना किसी लागत के प्रदान की गई है। इन उपकरणों तक पहुंच 320 संगठनों को प्रदान की जाती है। अब तक, इन चिप डिजाइन टूल्स का उपयोग 240 लाख घंटे से अधिक हो चुका है। सी2एस कार्यक्रम के तहत चिपइन सेंटर द्वारा ईडीए उपकरणों के लिए समर्थित संगठनों की राज्यवार सूची https://c2s.gov.in/EDA_Tool_Support.jsp पर उपलब्ध है।

ii. वीएलएसआई, एम्बेडेड सिस्टम और आईओटी के डोमेन में 1 लाख इंजीनियरों को प्रशिक्षित करने के उद्देश्य से नाइलिट कालीकट में एक कुशल जनशक्ति उन्नत अनुसंधान और प्रशिक्षण (स्मार्ट) लैब स्थापित की गई है। 1 लाख से अधिक उम्मीदवारों को पहले ही प्रशिक्षित किया जा चुका है।

iii. इसके अलावा, नैसकॉम के साथ साझेदारी में एमईआईटीवाई द्वारा कार्यान्वित फ्यूचरस्किल्स प्राइम कार्यक्रम के तहत, सेमीकंडक्टर सहित उभरती प्रौद्योगिकियों में स्किलिंग, रीस्किलिंग और अपस्किलिंग के लिए ऑनलाइन पाठ्यक्रम उपलब्ध कराएं जाते हैं। पोर्टल को उनकी योग्यता और आकांक्षाओं के अनुरूप कौशल प्रमाण पत्र अर्जित करने के लिए https://futureskillsprime.in पर, कभी भी, कहीं भी अभिगमित किया जा सकता है।

iv. **सेमीकंडक्टर असेंबली और पैकेजिंग स्किलिंग:** "नाइलिट गुवाहाटी में सेमीकंडक्टर असेंबली और ईएसडी प्रशिक्षण प्रयोगशाला की स्थापना" शीर्षक वाली परियोजना को इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय द्वारा अनुमोदित किया गया है। इस परियोजना का उद्देश्य बढ़ते सेमीकंडक्टर विनिर्माण इकोसिस्टम, विशेष रूप से पूर्वोत्तर क्षेत्र में आगामी सेमीकंडक्टर विनिर्माण पहल का समर्थन करने के लिए एक अत्याधुनिक सेमीकंडक्टर असेंबली, परीक्षण, अंकन और पैकेजिंग (एटीएमपी) प्रशिक्षण सुविधा स्थापित करना है।

v. **एलएएम अनुसंधान और एसईमुलेटर 3 डी पर भारत-आईआईएससी प्रशिक्षण कार्यक्रम:** एमईआईटीवाई भारत की सेमीकंडक्टर प्रतिभा पाइपलाइन को सुदृढ़ करने के लिए

एसईमुलेटर 3 डी प्लेटफॉर्म का उपयोग करके एक सेमीकंडक्टर कौशल कार्यक्रम लागू कर रहा है। यह कार्यक्रम लैम रिसर्च के सहयोग से भारतीय विज्ञान संस्थान (आईआईएससी) बेंगलुरु के माध्यम से कार्यान्वित किया जा रहा है। यह पहल अकादमिक शिक्षा और सेमीकंडक्टर निर्माण के बीच अंतराल को पाटते हुए डिवाइस निर्माण, प्रक्रिया अनुकूलन और वर्चुअल फैब्रिकेशन को कवर करने वाला एक उद्योग-संबद्ध, सिमुलेशन-आधारित पाठ्यक्रम प्रदान करती है। योगदान देते हुए, इस सहयोगात्मक पहल के माध्यम से, आईआईएससी ने अब तक देश भर के शैक्षणिक संस्थानों के 3,950+ छात्रों और 110+ संकाय सदस्यों को प्रशिक्षित किया है।

REVISION OF MPLADS FUNDS

484. SHRI DEEPENDER SINGH HOODA:

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

(a) the reasons for continuing the annual allocation under the Members of Parliament Local Area Development Scheme (MPLADS) at Rs. 5 crore per Member since 2011–12, despite inflation and increased cost of public works;

(b) whether the Government has undertaken any review or assessment of the adequacy of the present MPLADS limit in view of current development needs;

(c) whether the Government proposes to revise or enhance the MPLADS annual allocation and if so, the details thereof; and

(d) whether the Government has prepared any time-bound roadmap or framework for increasing the MPLADS limit and if so, the details thereof and if not, the reasons therefor?

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 Union Cabinet, in its meeting held on 05.05.2026, approved the continuation of the Members of Parliament Local Area Development Scheme (MPLADS) for the period from FY 2026–27 to FY 2030–31, coterminous with the 16th Finance Commission period, with an annual entitlement of ₹5.00 crore per Member of Parliament.

(b) The primary objective of the Members of Parliament Local Area Development Scheme (MPLADS) is to enable each Member of Parliament to recommend developmental works based on the locally felt needs of the people, with emphasis on the creation of durable community assets for the larger public good.

The works permissible under the Scheme span a wide range of sectors, including public and community infrastructure, public conveniences, safety and security, education, public health, drinking water, and sanitation. While various Central and State Government Ministries and Departments implement sector-specific schemes in these areas, the MPLADS is intended to complement such initiatives by addressing locally identified development needs, providing last-mile connectivity, and bridging viability gaps, rather than replacing or duplicating existing schemes.

Further, to enhance the coverage and impact of works under the Scheme in

line with emerging development needs, the Union Cabinet, while approving the continuation of the MPLADS, also approved convergence of MPLADS with more number of Central and State Government schemes as well as projects of local bodies. This decision, based on the recommendations of the Third-Party Evaluation of the Scheme conducted by the Ministry in 2025, is aimed at facilitating the execution of larger and more impactful projects through pooled funding, thereby enhancing the overall effectiveness of the Scheme and enabling Members of Parliament to recommend works of greater scale and wider public benefit without duplication.

(c) and (d) At present, there is no proposal under consideration to revise or enhance the MPLADS annual allocation. However, the Ministry receives and examines, on a continuous basis, the new suggestions from stakeholders, including suggestions for revision of entitlement of funds under MPLAD Scheme, following due process.

राष्ट्रीय युवा संसद योजना (एनवाईपीएस 2.0) का उन्नत किया गया पोर्टल

485. श्री अरुण गोविलः

श्री आशीष दुबेः

श्री आलोक शर्माः

कैप्टन बृजेश चौटाः

श्री अमर शरदराव कालेः

श्री राहुल सिंह लोधीः

श्री भोजराज नागः

श्री मुकेशकुमार चंद्रकांत दलालः

डॉ. हेमांग जोशीः

श्री खगेन मुर्मुः

डॉ. निशिकान्त दुबेः

श्री सुरेश कुमार कश्यपः

क्या **संसदीय कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने राष्ट्रीय युवा संसद योजना पोर्टल का उन्नत संस्करण एनवाईपीएस 2.0 शुरू किया है और यदि हाँ, तो इस उन्नयन के क्या कारण हैं और यह पिछले संस्करण की तुलना में क्या विशिष्ट नई सुविधाएँ प्रदान करता है;

(ख) क्या एनवाईपीएस 2.0 अब मान्यता प्राप्त शैक्षणिक संस्थानों के अतिरिक्त, गैर-पंजीकृत संस्थानों, अनौपचारिक समूहों और व्यक्तिगत नागरिकों को भी भागीदारी की अनुमति देता है और यदि हाँ, तो पोर्टल की शुरुआत से लेकर शैक्षणिक संस्थानों के अतिरिक्त जबलपुर के किसी असंगठित संस्थान सहित संचयी रूप से राज्य और संघ राज्यक्षेत्र-वार ब्यौरा क्या है;

(ग) पोर्टल के शुरू होने के बाद से इस पर दर्ज किए गए संस्थागत समूह और व्यक्तिगत पंजीकरणों की कुल संख्या का कर्नाटक और हिमाचल प्रदेश, विशेषकर दक्षिण कन्नड़ और शिमला लोक सभा निर्वाचन क्षेत्र सहित राज्य और संघ राज्यक्षेत्र-वार ब्यौरा क्या है; और

(घ) क्या वर्ष 2026-27 के दौरान संस्थानों, समूहों और व्यक्तियों को पोर्टल से जोड़ने के लिए कोई लक्ष्य निर्धारित किए गए हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

विधि और न्याय मंत्रालय के राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री अर्जुन राम मेघवाल):

(क) से (ग)। मंत्रालय ने 11 सितंबर 2024 को राष्ट्रीय युवा संसद योजना (एनवाईपीएस) वेब पोर्टल के एक उन्नत संस्करण, एनवाईपीएस 2.0 की शुरूआत की है। पूर्व संस्करण के विपरीत, जो केवल मान्यता प्राप्त संस्थानों के छात्रों तक ही सीमित था, एनवाईपीएस 2.0 देश भर के सभी

शैक्षणिक संस्थानों, समूहों और नागरिकों के लिए उपलब्ध है। इसकी शुरूआत के पश्चात से पोर्टल पर संस्थागत, समूहगत और व्यक्तिगत अभिलिखित पंजीकरणों का ब्यौरा इस प्रकार है (पोर्टल पर निर्वाचन क्षेत्र के अनुसार आंकड़े नहीं रखें जाते हैं):-

क्रम सं	अवधि (एनवाईपीएस 2.0 की शुरूआत से 09-07-2026 तक)	संस्थागत पंजीकरण	समूहगत पंजीकरण	व्यक्तिगत पंजीकरण
1.	अंडमान और निकोबार द्वीपसमूह संघ राज्यक्षेत्र	27	0	40
2.	आंध्र प्रदेश	58	10	867
3.	अरूणाचल प्रदेश	12	2	45
4.	असम	52	4	427
5.	बिहार	103	65	2113
6.	चंडीगढ़ संघ राज्यक्षेत्र	17	2	209
7.	छत्तीसगढ़	144	12	381
8.	दादरा और नगर हवेली तथा दमन और दीव संघ राज्यक्षेत्र	43	1	38
9.	दिल्ली	179	41	3173
10	गोवा	13	8	518
11	गुजरात	70	13	1193
12	हरियाणा	157	24	1365
13	हिमाचल प्रदेश	758	24	1005
14	जम्मू और कश्मीर संघ राज्यक्षेत्र	480	24	3383
15	झारखंड	60	8	832
16	कर्नाटक	98	29	1008
17	केरल	56	7	304
18	लद्दाख संघ राज्यक्षेत्र	4	0	15
19	लक्षद्वीप संघ राज्यक्षेत्र	2	0	1
20	मध्य प्रदेश	618	88	13362

21	महाराष्ट्र	205	53	2904
22	मणिपुर	10	1	22
23	मेघालय	13	5	372
24	मिजोरम	10	0	18
25	नागालैंड	19	0	211
26	ओडिशा	30	8	706
27	पुडुचेरी संघ राज्यक्षेत्र	5	0	22
28	पंजाब	110	23	782
29	राजस्थान	208	38	2358
30	सिक्किम	4	2	30
31	तमिलनाडु	100	18	1769
32	तेलंगाना	49	29	859
33	त्रिपुरा	11	2	67
34	उत्तर प्रदेश	324	129	5346
35	उत्तराखंड	516	32	454
36	पश्चिम बंगाल	91	19	1307

(घ) नहीं।

OPERATIONAL SOLAR PARKS IN MAHARASHTRA

486. SHRI BALWANT BASWANT WANKHADE

DR. AMOL RAMSING KOLHE

SHRIMATI SUPRIYA SULE

PROF. VARSHA EKNATH GAIKWAD

SHRI SANJAY DINA PATIL

SHRI DHAIRYASHEEL RAJSINH MOHITE PATIL

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

(a) whether the Government has assessed the contribution of operational solar parks in Maharashtra towards achieving the State's renewable energy targets under the National Solar Mission and the country's clean energy goals;

(b) if so, the details of operational, under-construction and approved solar parks in Maharashtra indicating their district-wise installed capacity, power generation and present operational status,

(c) the total solar power capacity generated through these solar parks during the last three years and the current year along with the quantum of power supplied to the State grid;

(d) whether any constraints relating to land acquisition, transmission infrastructure, financing or grid integration have affected the timely implementation of solar parks in Maharashtra; and

(e) if so, the measures being taken by the Government to expand solar park capacity, strengthen transmission infrastructure and accelerate renewable energy generation 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) and (b) The Government has sanctioned three solar parks in Maharashtra, under the scheme for “Development of Solar Parks and Ultra Mega Solar Power Projects” for achieving the State's renewable energy targets and the country's clean energy goals. The details of these solar parks indicating their district-wise installed capacity and status are given at **STATEMENT**.

(c) Out of these three solar parks, 225 MW of solar project has been commissioned in Dondaicha solar park, progressively since December 2025. Since then, 38.3 million units and 66.85 million units of solar energy have been generated in FY 2025-26 and 2026-27 (till June 2026) respectively.

(d) and (e) The Solar Park scheme is implemented in coordination with the State Governments and other stakeholders to ensure its effective implementation. Further, the Government periodically reviews the progress of the scheme with all stakeholders and regularly communicates with the States to resolve issues, if any, relating to land acquisition, transmission infrastructure, financing, grid connectivity, and other implementation-related matters.

STATEMENT

Details of solar parks with district-wise installed capacity and status

Sl. No.	Name and location of Solar Park	Capacity sanctioned	Capacity installed	Present Operational Status
1.	Dondaicha Solar Park, Dhule district	250 MW	225 MW	225 MW solar project commissioned till date.
2.	Patoda Solar Park, Beed district	250 MW	-	Not yet commissioned
3.	Sai Guru Solar Park, Dhule district	500 MW	-	Sub-judice

MOBILE TOWER CONNECTIVITY IN MAHARAJGANJ

487. SHRI JANARDAN SINGH SIGRIWAL:

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

(a) whether the Government has assessed the availability and coverage of mobile tower connectivity in the Maharajganj Lok Sabha Constituency in Bihar;

(b) if so, the details thereof including the total number of mobile towers installed, operational and non-operational towers, telecom operator-wise and location-wise;

(c) whether there are identified villages/areas in the said constituency which are still unserved or underserved in terms of mobile network connectivity;

(d) if so, the details thereof along with the steps taken under various schemes such as BharatNet and other telecom infrastructure initiatives to improve coverage in the said constituency; and

(e) whether the Government proposes to install additional mobile towers or upgrade existing infrastructure in the said constituency to improve 4G/5G connectivity and if so, the details thereof including timelines and funding support?

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) Yes Sir. The Government has assessed the availability and coverage of mobile tower connectivity in the Maharajganj Lok sabha Constituency in Bihar. The number of Towers working in Saran and Siwan districts, which cover Maharajganj Lok Sabha Parliamentary constituency of Bihar state (as on 30.06.2026) is as below:

State /UT		District	Count of Tower Total
Bihar		Saran	1576
Bihar		Siwan	1301

The detailed list of all the mobile towers working in Saran and Siwan districts is available at the following link: (https://www.dot.gov.in/static/uploads/2026/07/00dae751521013f3a46a7e5d21d79177.pdf)

(c) Sir, In Maharajganj Lok Sabha Constituency, all the 1042 census villages are having 4G mobile services.

(d) BharatNet programme has been approved for provision for broadband connectivity in a phased manner to all Gram Panchayats (GPs) 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.

All 177 GPs of Maharajganj Lok Sabha constituency have been connected under BharatNet project in Phase-I and II.

Further, agreement has been signed for up-gradation of existing network of BharatNet Phase-I and Phase-II, Operation and Maintenance and utilization. The connectivity to non-GP villages is to be provided on demand basis from their respective GPs.

(e) Mobile services in an area are provided by Telecom Service Providers (TSPs) based on their techno-commercial viability. Mobile coverage for inhabited uncovered villages is supported by Government through Digital Bharat Nidhi.

As on 30.06.2026, 388 such towers have been made on air providing 4G mobile coverage to 481 villages/locations in Bihar.

No mobile tower is planned in Maharajganj Lok Sabha Constituency in Bihar under DBN funded mobile projects.

सिंधुदुर्ग जिले के रेलवे स्टेशनों पर बुनियादी सुविधाओं का अभाव

488. श्री नारायण तातू राणे:

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

(क) क्या सिंधुदुर्ग जिले के रेलवे स्टेशनों पर प्लेटफार्मों के सौंदर्यीकरण और शेड, शौचालयों के निर्माण, पेयजल की व्यवस्था, प्रतीक्षालय और अन्य बुनियादी सुविधाओं के विकास के लिए किसी योजना का प्रस्ताव किया गया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या ओरोस और वैभववाड़ी रेलवे स्टेशनों पर टिकट बुकिंग सेवा शुरू करने का कोई प्रस्ताव है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार सिंधुदुर्ग जिले के प्रमुख रेलवे स्टेशनों पर महत्वपूर्ण एक्सप्रेस ट्रेनों के लिए अतिरिक्त ठहराव प्रदान कर रही है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(घ) उक्त कार्यों को पूरा करने के लिए स्वीकृत की गई धनराशि का ब्यौरा क्या है?

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

(क) से (घ): भारतीय रेल पर स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण एक सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्य आवश्यकता के अनुसार, अंतर-से

प्राथमिकता और धन की उपलब्धता के अध्ययधीन है। स्टेशनों की कोटि/स्थिति/यातायात संभलाई आदि के आधार पर स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण किया जाता है।

स्टेशनों पर यात्री सुविधाओं में वृद्धि एक सतत प्रक्रिया है। सिंधुदुर्ग जिले में स्थित विभिन्न स्टेशनों पर यात्री सुविधाओं को निरंतर बढ़ाया गया है। वैभववाड़ी रोड, कणकवली, कुडाल और सावंतवाडी रोड सिंधुदुर्ग जिले के मुख्य स्टेशन हैं। पिछले पांच वर्षों और वर्तमान वर्ष के दौरान, अर्थात् वर्ष 2021-22 से 2026-27 (30.06.2026 तक) तक, इन स्टेशनों पर लगभग 46.68 करोड़ रुपये की लागत वाले निम्नलिखित यात्री सुविधा संबंधी निष्पादित/शुरू किए गए हैं:-

(i) वैभववाड़ी रोड: 10 मॉड्यूलर शेल्टरों, 1 उच्च स्तरीय प्लेटफॉर्म, 4 जल पेडस्टल, पैदलपार पुल, शौचालयों का नवीनीकरण आदि का कार्य पूरा/चालू कर दिया गया है।

(ii) कणकवली: एसी लाउंज सुविधा, प्लेटफॉर्म नंबर 1 और 2 का विस्तार, दिव्यांगों के अनुकूल शौचालय और बायो-शौचालय, मौजूदा शौचालयों का नवीनीकरण, वाटर कूलरों का प्रतिस्थापन, 150 मीटर का प्लेटफॉर्म शेल्टर, डिजिटल सवारी डिब्बा संकेतक बोर्ड, टीवी आधारित सूचना प्रणाली आदि का कार्य पूरा/चालू कर दिया गया है।

लिफ्ट संस्थापना और पैदल पार पुल रूफ शेल्टर निर्माण, प्लेटफॉर्म संख्या 2 पर प्लेटफॉर्म शेल्टर का निर्माण और डिजिटल सवारी डिब्बा संकेतक बोर्ड के प्रावधान का कार्य शुरु किया गया है। ऊर्ध्वमुखी एस्केलेटर पहले से ही उपलब्ध है और अधोमुखी एस्केलेटर के प्रावधान का कार्य भी शुरू कर दिया गया है।

(iii) सिंधुदुर्ग: 05 मॉड्यूलर शेल्टरों, दिव्यांगों के अनुकूल शौचालयों, 05 जल पैडेस्टल्स, मौजूदा शौचालयों के नवीनीकरण, टीवी आधारित सूचना प्रणाली आदि का कार्य पूरा/चालू कर दिया गया है।

(iv) कुडाल: फूड कोर्ट, 26 मॉड्यूलर शेल्टरों, प्लेटफॉर्म संख्या 1 और 2 का चौड़ीकरण, बायो-टॉयलेट, मौजूदा शौचालयों का नवीनीकरण, स्टेनलेस स्टील बेंचों, टीवी आधारित सूचना प्रणाली

आदि का कार्य पूरा/चालू कर दिया गया है। लिफ्ट संस्थापना और पैदलपार पुल रूफ शेल्टर के निर्माण का कार्य शुरू कर दिया गया है।

(v) सावंतवाडी रोड: 8 मॉड्यूलर शेल्टरों, उच्च स्तरीय प्लेटफॉर्म, पैदलपार पुल, डिजिटल सवारी डिब्बा संकेतक बोर्ड, 01 बायो-टॉयलेट, एक स्टेशन एक उत्पाद स्टॉल, दिव्यांगों के अनुकूल शौचालय, स्टेनलेस स्टील बेंचों, मौजूदा शौचालयों का नवीनीकरण, टीवी आधारित सूचना प्रणाली, प्लेटफॉर्म संख्या 1 का चौड़ीकरण, नए प्लेटफॉर्म के साथ ड्राइव-इन सुविधा सहित भवन के लिए नए पहुंच मार्ग का निर्माण आदि कार्य पूरा/चालू हो गया है।

सावंतवाड़ी रोड स्टेशन के प्लेटफॉर्म नंबर 3 पर पूर्व दिशा की ओर वाले दूसरे प्रवेश द्वार पर बुकिंग कार्यालय, प्रतीक्षालय और संबद्ध सुविधाओं के निर्माण का कार्य, लिफ्ट और डिजिटल सवारी डिब्बा संकेतक बोर्ड का प्रावधान किया गया है।

सिंधुदुर्ग जिले के अन्य स्टेशनों, अर्थात् खारेपाटण रोड, आचिर्णे, नांदगांव रोड, झाराप और मडूरे में यात्री सुविधा संबंधी कार्य जैसे - मॉड्यूलर शेल्टरों, उच्च स्तरीय प्लेटफॉर्म का निर्माण, दिव्यांग यात्री के अनुकूल शौचालय, जल पेडस्टल का निर्माण, जल शोधन संयंत्र आदि का निर्माण कार्य भी किया गया है।

स्टेशनों पर यात्रियों की आवश्यकताओं और मांग के अनुसार, समय-समय पर यूटीएस-सह-पीआरएस बुकिंग सुविधा प्रदान की जाती है। वर्तमान में, सिंधुदुर्ग रेलवे स्टेशन (ओआरओएस) पर यूटीएस-सह-पीआरएस टिकट बुकिंग सुविधा उपलब्ध है। इसके अलावा, वैभववाड़ी रोड रेलवे स्टेशन पर यूटीएस टिकटिंग की सुविधा भी उपलब्ध है।

इसके अलावा, यात्री इस उद्देश्य के लिए 'रेलवन ऐप' का भी उपयोग कर सकते हैं। ऐप को एंड्रॉइड प्ले स्टोर और एप्पल ऐप स्टोर से डाउनलोड किया जा सकता है। यह ऐप यात्रियों को मोबाइल फोन पर आरक्षित और अनारक्षित टिकट बुक करने में सक्षम बनाता है। यह ऐप भारतीय रेल की सभी सार्वजनिक सेवाओं जैसे आरक्षित टिकटिंग, अनारक्षित टिकटिंग, प्लेटफॉर्म टिकटिंग, गाड़ी पूछताछ, पीएनआर पूछताछ, 'रेल मदद' आदि को एक ही प्लेटफॉर्म पर जोड़ता है। वस्तुतः यह

यात्री आरक्षण प्रणाली सुविधा को यात्री की हथेली में ला देता है।

चूंकि, रेल नेटवर्क जिला सीमाओं के आर-पार फैला हुआ है, अतः नेटवर्क की आवश्यकताओं के अनुसार गाड़ियों का परिचालन और ठहराव इन सीमाओं के पार किया जाता है। हांलाकि, सिंधुदुर्ग जिले में स्थित विभिन्न स्टेशनों के यात्रियों को सुविधा पहुंचाने के लिए, निम्नलिखित रेलगाड़ियों को ठहराव प्रदान किया जाता है:

i. दिनांक 05.11.2025 से सिंधुदुर्ग स्टेशन पर 22655/22656 एरणाकुलम-हजरत निजामुद्दीन एक्सप्रेस
ii. दिनांक 02.11.2025 से सिंधुदुर्ग स्टेशन पर 12977/12978 एरणाकुलम-अजमेर मरुसागर एक्सप्रेस
iii. दिनांक 05.11.2025 से कणकवली स्टेशन पर 22475/22476 हिसार-कोयंबटूर एक्सप्रेस
iv. दिनांक 07.11.2025 से कणकवली स्टेशन पर 16335/16336 गांधीधाम-नागरकोविल एक्सप्रेस

इसके अलावा, सावंतवाड़ी रोड स्टेशन (सिंधुदुर्ग जिले में स्थित) पर 12133/12134 छत्रपति शिवाजी महाराज (टर्मि.)-मंगलुरु जंक्शन एक्सप्रेस, 12431/12432 तिरुवनंतपुरम सेंट्रल-हजरत निजामुद्दीन राजधानी एक्सप्रेस और 12201/12202 लोकमान्य तिलक (टर्मि.)-तिरुवनंतपुरम नॉर्थ गरीब रथ एक्सप्रेस को भी मंजूरी प्रदान की गई है।

सिंधुदुर्ग जिले में स्थित स्टेशनों पर रेलगाड़ियों के ठहराव का विवरण निम्नानुसार है:-

खारेपाटण रोड:

क्र.सं.	गाड़ी संख्या	गाड़ी का नाम
1	10106/10105	सावंतवाडी-दिवा एक्सप्रेस

वैभववाडी रोड:

क्र.सं.	गाड़ी संख्या	गाड़ी का नाम
1	10106/10105	सावंतवाडी-दिवा एक्सप्रेस
2	10104/10103	मडगांव-सीएसएमटी मांडवी एक्सप्रेस
3	20111/20112	मडगांव-सीएसएमटी कोंकण कन्या एक्सप्रेस
4	11004/11003	सावंतवाडी–दादर तुतारी एक्सप्रेस
5	19057/19058	सूरत–मैंगलुरु जंक्शन एक्सप्रेस

आचिर्णे:

क्र.सं.	गाड़ी संख्या	गाड़ी का नाम
1	10106/10105	सावंतवाडी-दिवा एक्सप्रेस

नांदगांव रोड:

क्र.सं.	गाड़ी संख्या	गाड़ी का नाम
1	10106/10105	सावंतवाडी-दिवा एक्सप्रेस
2	11004/11003	सावंतवाडी-दादर तुतारी एक्सप्रेस

कणकवली:

क्र.सं.	गाड़ी संख्या	गाड़ी का नाम
1	10106/10105	सावंतवाडी–दिवा एक्सप्रेस
2	10104/10103	मडगांव- छत्रपति शिवाजी महाराज टर्मिनस मांडवी एक्सप्रेस

3	20111/20112	मडगांव-छत्रपति शिवाजी महाराज टर्मिनस कोंकण कन्या एक्सप्रेस
4	11004/11003	सावंतवाडी-दादर तुतारी एक्सप्रेस
5	12051/12052	छत्रपति शिवाजी महाराज टर्मिनस-मडगांव जनशताब्दी एक्सप्रेस
6	12617/12618	एरणाकुलम-हजरत निजामुद्दीन मंगला एक्सप्रेस
7	12133/12134	छत्रपति शिवाजी महाराज टर्मिनस-मैंगलुरु जंक्शन एक्सप्रेस
8	22229/22230	छत्रपति शिवाजी महाराज टर्मिनस-मडगांव वंदे भारत एक्सप्रेस
9	11099/11100	लोकमान्य तिलक टर्मिनस-मडगांव एक्सप्रेस
10	22150/22149	पुणे-एरणाकुलम एक्सप्रेस
11	16338/16337	एरणाकुलम-ओखा एक्सप्रेस
12	10116/10115	मडगांव-बांद्रा टी. एक्सप्रेस
13	22629/22630	दादर-तिरुनेलवेलि एक्सप्रेस
14	22115/22116	लोकमान्य तिलक टर्मिनस-करमली एसी एक्सप्रेस
15	22475/22476	हिसार-कोयम्बटूर एसी एक्सप्रेस
16	16335/16336	गांधीधाम-नागरकोविल एक्सप्रेस
17	11203/11204	नागपुर-मडगांव एक्सप्रेस
18	19057/19058	सूरत-मैंगलुरु जंक्शन एक्सप्रेस

सिंधुदुर्ग:

क्र.सं.	गाड़ी संख्या	गाड़ी का नाम
1	10106/10105	सावंतवाडी-दिवा एक्सप्रेस
2	10104/10103	मडगांव-छत्रपति शिवाजी महाराज टर्मिनस मांडवी एक्सप्रेस
3	20111/20112	मडगांव-छत्रपति शिवाजी महाराज टर्मिनस कोंकण कन्या एक्सप्रेस

4	11004/11003	सावंतवाडी-दादर तुतारी एक्सप्रेस
5	22113/22114	लोकमान्य तिलक टर्मिनस-तिरुवनंतपुरम नॉर्थ एक्सप्रेस
6	10116/10115	मडगांव-बांद्रा ट. एक्सप्रेस
7	22634/22633	हजरत निजामुद्दीन-तिरुवनंतपुरम एक्सप्रेस
8	19260/19259	भावनगर-तिरुवनंतपुरम नॉर्थ एक्सप्रेस
9	22656/22655	हजरत निजामुद्दीन-तिरुवनंतपुरम एक्सप्रेस
10	12978/12977	अजमेर-एरणाकुलम मरूसागर एक्सप्रेस
11	19057/19058	सूरत-मंगलुरु जं. एक्सप्रेस

कुडाल:

क्र.सं.	गाड़ी संख्या	गाड़ी का नाम
1	10106/10105	सावंतवाडी-दिवा एक्सप्रेस
2	10104/10103	मडगांव-छत्रपति शिवाजी महाराज टर्मिनस मांडवी एक्सप्रेस
3	20111/20112	मडगांव-छत्रपति शिवाजी महाराज टर्मिनस कोंकण कन्या एक्सप्रेस
4	11004/11003	सावंतवाडी–दादर तुतारी एक्सप्रेस
5	12051/12052	छत्रपति शिवाजी महाराज टर्मिनस-मडगांव जनशताब्दी एक्सप्रेस
6	16345/16346	लोकमान्य तिलक टर्मिनस-तिरुवनंतपुरम नेत्रावति एक्सप्रेस
7	12619/12620	लोकमान्य तिलक टर्मिनस-मैंगलुरु मत्स्यगन्धा एक्सप्रेस
8	22119/22120	छत्रपति शिवाजी महाराज टर्मिनस-मडगांव तेजस एक्सप्रेस
9	22414/22413	हजरत निजामुद्दीन-मडगांव राजधानी एक्सप्रेस
10	22115/22116	लोकमान्य तिलक टर्मिनस-करमली एसी एक्सप्रेस
11	20932/20931	इंदौर-तिरुवनंतपुरम नॉर्थ एक्सप्रेस

12	16312/16311	तिरुवनंतपुरम नॉर्थ-श्री गंगानगर एक्सप्रेस
13	22908/22907	हापा-मडगांव एक्सप्रेस
14	16334/16333	तिरुवनंतपुरम-वेरावल एक्सप्रेस
15	19057/19058	सूरत-मैंगलुरु जं. एक्सप्रेस
16	11203/11204	नागपुर-मडगांव एक्सप्रेस

झाराप:

क्र.सं.	गाड़ी संख्या	गाड़ी का नाम
1	10106/10105	सावंतवाडी–दिवा एक्सप्रेस

सांवतवाडी:

क्र.सं.	गाड़ी संख्या	गाड़ी का नाम
1	50108/50107	मडगांव – सावंतवाडी पैसेंजर
2	10106/10105	सावंतवाडी–दिवा एक्सप्रेस
3	10104/10103	मडगांव- छत्रपति शिवाजी महाराज टर्मिनस मांडवी एक्सप्रेस
4	20111/20112	मडगांव-छत्रपति शिवाजी महाराज टर्मिनस कोंकण कन्या एक्सप्रेस
5	11004/11003	सावंतवाडी–दादर तुतारी एक्सप्रेस
6	12051/12052	छत्रपति शिवाजी महाराज टर्मिनस-मडगांव जनशताब्दी एक्सप्रेस
7	11099/11100	लोकमान्य तिलक टर्मिनस-मडगांव एक्सप्रेस
8	22150/22149	पुणे-एरणाकुलम एक्सप्रेस
9	10116/10115	मडगांव-बांद्रा ट. एक्सप्रेस
10	16635/16636	गांधीधाम-नागरकोविल एक्सप्रेस
11	12742/12741	पटना-वास्को एक्सप्रेस

12	19057/19058	सूरत-मैंगलुरु जंक्शन एक्सप्रेस
13	11203/11204	नागपुर- मडगांव एक्सप्रेस

मडूरे:

क्र.सं.	गाड़ी संख्या	गाड़ी का नाम
1	50108/50107	मडगांव – सावंतवाडी पैसेंजर

इसके अलावा, भारतीय रेलों पर, गाड़ी सेवाओं के ठहराव का प्रावधान एक सतत प्रक्रिया है जो यातायात औचित्य, परिचालन व्यवहार्यता, प्रतिस्पर्धी मांगों आदि के अध्यधीन है।

MODERNISATION OF HAJ INFRASTRUCTURE

489. SHRI A RAJA:

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

(a) the details of projects undertaken by the Government for modernising and expanding Haj infrastructure;

(b) the measures being taken to improve coordination between Government, Haj Committee of India and State authorities for Haj 2026 preparations in the country especially in Tamil Nadu;

(c) whether Haj quota for the State of Tamil Nadu would be increased in view of large number of Muslim pilgrims aspiring to perform Haj and increase in the population of Muslims in the State and if so, the details thereof; and

(d) the details of initiatives adopted to ensure safety, comfort and logistical convenience of pilgrims especially senior citizens and first-time Haj travelers?

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

(a): The Government, through the Ministry of Minority Affairs and the Haj Committee of India, in coordination with the concerned authorities in the Kingdom of Saudi Arabia, has undertaken various initiatives to modernise and enhance the infrastructure and facilities for Indian Haj pilgrims. Some of the major initiatives are as follows:

i. **Improved Infrastructure at Mina Camps:** The traditional accommodation arrangements at Mina have been upgraded by providing sofa-cum-beds, ensuring greater comfort, better utilisation of available space and improved living conditions for pilgrims during their stay.

ii. **High-Speed Train Connectivity:** Indian Haj pilgrims are facilitated to travel between Makkah and Madinah through the High-Speed Rail, which has significantly reduced travel time, improved safety, and enhanced overall travel convenience.

iii. **Haj Suvidha App:** The Ministry has developed the Haj Suvidha App, a comprehensive digital platform that enables pilgrims to access important Haj-related services such as travel details, accommodation information, baggage tracking, emergency contacts, grievance redressal, health-related information, and other essential services, thereby improving communication and service delivery throughout the pilgrimage.

iv. **Hotel-Style Accommodation in Makkah:** Hotel-style accommodation has been arranged for Indian Haj pilgrims in Makkah with improved

amenities and services, ensuring enhanced comfort, better accessibility, and a more convenient stay during the Haj period.

(b): The Government has undertaken several measures to improve coordination between the Ministry, the Haj Committee of India, and State Haj Committees for the preparations for Haj-2026. These include strengthened institutional coordination through periodic review meetings, issuance of detailed guidelines and timelines for all operational activities, and regular consultations to streamline accommodation, transport, training, and other logistical arrangements.

(c): The allocation of Haj quota among States and Union Territories is made in proportion to their Muslim population as per the latest applicable Census data. Accordingly, there is no separate proposal under consideration for increasing the Haj quota of the State of Tamil Nadu.

(d): The Government has taken several initiatives to ensure the safety, comfort and logistical convenience of Haj pilgrims, with special emphasis on senior citizens and first-time pilgrims. The major initiatives are as follows:

i. **Mandatory Companion for Elderly Pilgrims:** Pilgrims aged 65 years and above are required to be accompanied by a companion to ensure adequate assistance and support throughout the pilgrimage.

ii. **Comprehensive Insurance Coverage:** Every Haj pilgrim is provided with insurance coverage of up to ₹6.25 lakh, offering financial protection in the event of unforeseen contingencies during the Haj journey.

iii. **SHI Ratio:** For Haj 2026, **the State Haj Inspector ratio** has been

improved to 1:150, ensuring better accessibility and prompt services for pilgrims.

iv. **Pre-Departure Training:** All selected Haj pilgrims are imparted comprehensive orientation and training before their departure to the Kingdom of Saudi Arabia, covering pilgrimage rituals, travel procedures, health advisories, safety measures, and the use of digital services.

v. **Medical Infrastructure in Saudi Arabia:** Medical infrastructure comprising hospitals, medical centres and dispensaries is established at key pilgrimage locations in the Kingdom of Saudi Arabia to provide timely and quality healthcare services during the Haj period. The Government deputes qualified doctors, paramedics and other medical personnel to the Kingdom of Saudi Arabia to provide medical assistance and emergency healthcare services to Indian Haj pilgrims.

These initiatives collectively aim to provide a safer, more comfortable and pilgrim-friendly Haj experience, particularly for senior citizens and first-time Haj travellers.

रेलगाड़ियों में स्वच्छता और पेयजल सुविधा

490. श्री धर्मेन्द्र यादव:

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

(क) क्या सरकार इस बात से अवगत है कि देश की विभिन्न रेलगाड़ियों में स्वच्छता प्रणाली, विशेषकर शौचालयों की सफाई और पानी की उपलब्धता अभी भी संतोषजनक नहीं है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) पिछले तीन वर्षों के दौरान रेलगाड़ियों और रेलवे स्टेशनों पर सफाई-व्यवस्था के संबंध में प्राप्त शिकायतों और उनके निपटान का वर्ष-वार तथा ज़ोन-वार ब्यौरा क्या है;

(ग) यात्रियों को स्वच्छ पेयजल और स्वच्छ शौचालय सुविधाओं की नियमित उपलब्धता सुनिश्चित करने के लिए सरकार द्वारा लागू किए गए कदमों, प्रौद्योगिकी या निगरानी प्रणाली का ब्यौरा क्या है; और

(घ) रेलवे की शिकायत निवारण प्रणाली को और अधिक प्रभावी, पारदर्शी और समयबद्ध बनाने के लिए सरकार द्वारा क्या सुधारात्मक उपाय किए गए हैं या किए जा रहे हैं?

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

(क) से (घ): भारतीय रेल में स्वच्छता बनाए रखना सतत प्रक्रिया है और रेलगाड़ियों को साफ रखने और शौचालयों में पानी की उपलब्धता बनाए रखने के लिए प्रत्येक संभव प्रयास किया जाता है। बहरहाल अधिक यात्री द्वारा उपयोग, मार्ग में पानी की कमी के कारण शौचालयों की स्वच्छता और पानी की उपलब्धता के विषय में कभी-कभी शिकायतें प्राप्त होती हैं। ऐसी शिकायतों का सुस्थापित अनुरक्षण और शिकायत निवारण तंत्र के माध्यम से तुरंत समाधान किया जाता है।

रेल मदद भारतीय रेल की शिकायत निवारण प्रणाली है, जो यात्रियों को शिकायतों, सहायता और पूछताछ के लिए एकीकृत मंच प्रदान करती है। स्वच्छता के संबंध में जांच/निरीक्षणों और रेल मदद/रेलवन ऐप और अन्य यात्री इंटरफेस के माध्यम से प्राप्त शिकायतों/प्रतिक्रिया के द्वारा नियमित निगरानी की जाती है। रेल मदद के अंतर्गत, यात्रियों द्वारा हेल्पलाइन नंबर-139, रेल मदद वेब, ऐप और एसएमएस जैसे कई चैनलों के माध्यम से शिकायतों के निवारण की मांग की जा सकती है। पिछले तीन वर्षों के दौरान सुलझाई गई शिकायतों का ब्यौरा निम्नानुसार है:-

वर्ष	सुलझाई गई कुल शिकायतों का प्रतिशत

2023-2024	99.98%
2024-2025	99.99%
2025-2026	99.98%

स्वच्छता और सफाई सुनिश्चित करने और नियमित रूप से स्वच्छ पेयजल और स्वच्छ शौचालय सुविधाओं की उपलब्धता सुनिश्चित करने के लिए किए गए कुछ प्रमुख उपाय निम्नानुसार हैं:-

- भारतीय रेल द्वारा फरवरी 2013 में पेयजल और स्वच्छता विभाग द्वारा मानकीकृत "समान पेयजल गुणवत्ता निगरानी प्रोटोकॉल" को अपनाया गया है। रेलवे स्टेशनों पर यात्रियों को पानी के नलों द्वारा आपूर्ति किए जाने वाले पेयजल को आवश्यकतानुसार उपचारित किया जाता है। इसकी गुणवत्ता सुनिश्चित करने के लिए नियमित जांच की जाती हैं। इसके अलावा, भारतीय रेल जल नीति, 2017 के कार्यान्वयन के लिए भी अनुदेश जारी किए गए हैं ताकि स्टेशन परिसर में पानी की उपलब्धता सुनिश्चित की जा सके। इस नीति में पानी की आपूर्ति की अवसंरचना को उन्नत बनाकर, मैन्युअल रूप से संचालित वाल्व को स्वचालित वाल्व से परिवर्तित करके और एससीएडीए (पर्यवेक्षकीय नियंत्रण और डेटा अधिग्रहण) आधारित नियंत्रण प्रणाली को अपनाकर रेलवे जल आपूर्ति प्रणालियों के आधुनिकीकरण की परिकल्पना की गई है।
- यात्रियों की आवश्यकताओं को पूरा करने के लिए, भारतीय रेल के विशिष्ट ब्रांड रेल नीर के साथ-साथ पैकेज्ड पेयजल के अन्य अनुमोदित ब्रांडों का गाड़ियों और स्टेशनों पर विक्रय किया जा रहा है।
- आंतरिक साज-सज्जा, बाह्य साज-सज्जा और शौचालयों सहित सवारी डिब्बों की बेहतर सफाई के लिए प्राथमिक अनुरक्षण के दौरान मशीनीकृत सवारी डिब्बा सफाई सुनिश्चित की जा रही है।

- चलती गाड़ियों में स्वच्छता सुनिश्चित करने और यात्रियों की किसी भी शिकायत का निवारण करने के लिए ऑन-बोर्ड हाउसकीपिंग सेवा मुहैया कराई जा रही है। ऑन-बोर्ड सेवाओं को सुदृढ़ बनाने के लिए चल रहे प्रयास के भाग के रूप में स्वच्छता, सफाई, लिनन प्रबंधन और यात्री इंटरफेस में निरंतर सुधार सुनिश्चित करने के उद्देश्य से पेशेवर, प्रौद्योगिकीय रूप से सक्षम और आर्थिक रूप से सुदृढ़ सेवा प्रदाताओं को शामिल करने का नीतिगत निर्णय लिया गया है।
- मार्ग में निर्धारित ठहराव के दौरान मशीनीकृत सफाई के लिए चिह्नित गाड़ियों में क्लीन ट्रेन स्टेशन सेवा शुरू की गई है। उच्च दाब वाली जेट मशीनों और सफाई उपकरणों से सुसज्जित कर्मचारियों की समर्पित टीम द्वारा सवारी डिब्बों के शौचालयों की सफाई और उसके पश्चात सुखाने का कार्य किया जाता है।
- सभी सवारी डिब्बों में बायो-शौचालय लगाए गए हैं ताकि सवारी डिब्बों से किसी भी प्रकार मानव अपशिष्ट सीधे पटरियों पर न छोड़ा जाए, जिससे पटरियां और रेलवे परिसर साफ रहें। बायो शौचालयों के प्रावधान का ब्यौरा निम्नानुसार है:

अवधि	संस्थापित किए गए बायो-शौचालयों की संख्या
2004-2014	9,587
2014-जून 2026 तक	3,63,990

- गाड़ी प्रस्थान से पहले मार्ग में निर्धारित पानी भरने के स्टेशनों पर शौचालयों के लिए शिरोपरि टंकियों में नियमित रूप से पानी भरना।

HOLDING OF ELECTIVE OFFICE BY GOVERNMENT SERVANTS

491. SHRI BHAUSAHEB RAJARAM WAKCHAURE:

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

(a) whether OM Nos. 11013/1/2016-Estt.A-III dated 27th February, 2020 and 5th August, 2019 of DoPT limit a Government servant to a maximum of two terms or five years, whichever is earlier, when holding an elective office and is prior sanction required for such positions;

(b) whether this restriction solely applicable to Government-affiliated sports associations/federations or it extend to other types of organisations such as Durga Puja Samities, Ram Leela Committees and Jagran Committees formed by the Government servants/retired Government servants and if so, the details thereof;

(c) whether this rule also apply to private associations/federations where a Government servant is a member and if so, the details thereof;

(d) whether this rule also applicable to religious organisations such as Puja Samities, Ram Leela Committees and Jagran Committees regardless of whether they are registered under the Trust/Societies Act or are unregistered;

(e) if so, whether it similarly restrict Government servants from holding elective office in that organisation (Puja Samities, etc.) for more than two terms or five years, whichever is earlier and if so, the details thereof; and

(f) whether any prior permission is being mandatory 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) to (f): The Government has issued instructions to all Ministries/ Department that a Government servant may hold elective office in any body, whether incorporated or not, for a period of two terms or for a period of 5 years, whichever is earlier, for which prior sanction would be required when a Government servant contests an election in such body as per existing rules. It is necessary for the Competent Authority to keep in mind all the relevant factors while granting permission under Rule 15(1) (c) of Central Civil Service (Conduct) Rules 1964.

ESTABLISHMENT OF A NEW FM RADIO STATION AT PATHANAPURAM IN KOLLAM

492. SHRI KODIKUNNIL SURESH:

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

(a) whether the Government has received any proposal for establishing a new FM radio station at Pathanapuram in Kollam district, Kerala and if so, the details thereof;

(b) whether the Government has assessed the feasibility and requirement of setting up an FM radio station at Pathanapuram to improve radio coverage in the eastern and hilly regions of Kollam district and adjoining

areas;

(c) if so, whether any survey or technical study has been conducted regarding frequency availability, transmission infrastructure and coverage for such a station and if so, the details thereof;

(d) whether the Government proposes to establish a new FM radio station at Pathanapuram under Prasar Bharati or through the private FM broadcasting policy and if so, the details and timeline thereof; and

(e) the steps taken or proposed by the Government to improve FM radio coverage and public broadcasting services in the eastern parts of Kollam district including Pathanapuram?

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): Broadcasting Infrastructure and Network Development (BIND) scheme is a Central Sector Scheme for development, modernization and upgradation of broadcasting infrastructure of Doordarshan and Akashvani in the country. BIND scheme has been approved with a total outlay of ₹2539.61 crore for 2021-26. The scheme has been extended upto 31.03.2027.

The scheme includes setting up and modernization of transmitters and studios of Akashvani, expansion of DD Free Dish DTH platform and DD TV channels. It also includes upgrading production and transmission facilities.

Establishment of new transmitters is an ongoing process depending upon need assessment, available resources, inter-se priority and feasibility.

Presently, 14 Akashvani broadcasting stations are operational in Kerala state having total 19 transmitters (4 Medium Wave and 15 FM) of varying capacity. A 100W FM relay station at Punalur (in Kollam district) is operational which is about 12 km radial distance from Pathanapuram.

Further, Prasar Bharati is operating "DD FreeDish", a multi-channel Free-To-Air Direct to Home (DTH) service. Its signals can be received throughout the country, including the eastern and hilly regions of Kollam district and its adjoining areas. Apart from Doordarshan channels, more than 48 channels of Akashvani and more than 300 co-branded educational channels are available on DD Free Dish. More than 260 Akashvani channels can also be listened through "NewsOnAIR" mobile app.

Prasar Bharati has also launched the WAVES OTT platform, which provides live streaming of various Doordarshan and Akashvani channels, along with many popular entertainment and news channels of private broadcasters.

सक्रिय राशन कार्ड

493. श्रीमती कलाबेन मोहनभाई देलकर:

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

(क) जुलाई 2026 तक देश में सक्रिय राशन कार्डों की राज्य-वार कुल संख्या कितनी है;

(ख) वर्ष 2024 से 2026 के दौरान निरस्त किए गए राशन कार्डों की राज्य-वार और वर्ष-वार कुल संख्या कितनी है;

(ग) राशन कार्डों को निरस्त किए जाने के मुख्य कारण क्या बताए गए हैं तथा इसके साथ ही निरस्त किए गए राशन कार्डों की वर्ष-वार कुल संख्या कितनी है;

(घ) ई-केवाईसी या आधार प्रमाणीकरण पूरा न होने के कारण निरस्त किए गए राशन कार्डों की वर्ष-वार कुल संख्या कितनी है;

(ड.) क्या सरकार को राशन कार्ड के गलत तरीके से निरस्त किए जाने की रिपोर्टें या शिकायतें प्राप्त हुई हैं;

(च) यदि हाँ, तो पात्र लाभार्थियों के सत्यापन और उन्हें बहाल करने के लिए सरकार द्वारा उठाए गए कदमों सहित तत्संबंधी ब्यौरा क्या है; और

(छ) इस संबंध में दादरा और नगर हवेली संघ राज्यक्षेत्र के संदर्भ में तत्संबंधी ब्यौरा क्या है?

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

(क): राशन कार्डों की राज्य/संघ राज्य क्षेत्र-वार संख्या दर्शाने वाला ब्यौरा **विवरण-I** में दिया गया है।

(ख): राज्यों/संघ राज्य क्षेत्रों द्वारा सूचित, हटाए गए राशन कार्डों का वर्ष-वार ब्यौरा **विवरण-II** में दिया गया है।

(ग) और (घ): राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए) के तहत, लाभार्थियों की पहचान तथा लाभार्थियों की सूची के प्रबंधन की प्रचालनात्मक संबंधी जिम्मेदारी संबंधित राज्य/संघ राज्य क्षेत्र सरकारों की है। राज्यों/संघ राज्य क्षेत्रों द्वारा सूचित किए गए राशन कार्डों को निरस्त किए जाने के प्रमुख कारणों में डुप्लिकेट अथवा अपात्र लाभार्थियों की पहचान, ई-केवाईसी में विसंगतियां, मृत्यु तथा परिवारों का स्थायी रूप से अन्यत्र स्थानांतरण शामिल हैं। केवल ई-केवाईसी पूर्ण न किए जाने अथवा आधार प्रमाणीकरण न होने के कारण किसी भी राशन कार्ड को निरस्त किए जाने की सूचना प्राप्त नहीं हुई है।

(ङ) से (छ): राशन कार्डों को गलत तरीके से निरस्त किए जाने संबंधी कोई विशिष्ट रिपोर्ट अथवा शिकायत प्राप्त नहीं हुई है।

विवरण-I

वर्तमान तिथि की स्थिति के अनुसार राशन कार्डों की राज्य/संघ राज्य क्षेत्र-वार संख्या

क्र. सं.	राज्य/संघ राज्य क्षेत्र	राशन कार्ड
1	अंडमान और निकोबार द्वीप समूह	17,605
2	आंध्र प्रदेश	89,01,510
3	अरुणाचल प्रदेश	1,83,922
4	असम	70,66,172
5	बिहार	2,05,04,420
6	चंडीगढ़	78,853
7	छत्तीसगढ़	57,47,699
8	दादरा और नगर हवेली एवं दमन व दीव	57,706
9	दिल्ली	17,11,898
10	गोवा	1,19,400
11	गुजरात	76,05,598
12	हरियाणा	40,00,125
13	हिमाचल प्रदेश	7,32,941
14	जम्मू और कश्मीर	16,57,861
15	झारखंड	59,96,484
16	कर्नाटक	1,09,16,903
17	केरल	43,66,151
18	लद्दाख	28,105
19	लक्षद्वीप	4,603
20	मध्य प्रदेश	1,33,25,292
21	महाराष्ट्र	1,68,41,102
22	मणिपुर	5,80,107
23	मेघालय	4,19,396
24	मिजोरम	1,80,582
25	नागालैंड	3,20,067
26	ओडिशा	97,55,728
27	पुद्दुचेरी	2,09,180
28	पंजाब	40,87,887
29	राजस्थान	1,07,42,344
30	सिक्किम	96,632
31	तमिलनाडु	1,17,13,709
32	तेलंगाना	56,70,959
33	त्रिपुरा	6,02,445
34	उत्तराखंड	13,75,843
35	उत्तर प्रदेश	3,65,29,194
36	पश्चिम बंगाल	1,36,32,632
	कुल	**20,57,81,055**

विवरण -II

राज्यों/संघ राज्य क्षेत्र वार निरस्त किए गए राशन कार्ड

क्र. सं.	राज्य/संघ राज्य क्षेत्र	2024	2025
1	अंडमान और निकोबार द्वीप समूह	512	102
2	आंध्र प्रदेश	49,215	50,681
3	अरुणाचल प्रदेश	268	1,128
4	असम	1,61,516	24,381
5	बिहार	16,86,266	1,49,043
6	चंडीगढ़	207	2,401
7	छत्तीसगढ़	57,371	60,496
8	दादरा और नगर हवेली एवं दमन व दीव	151	1,101
9	दिल्ली	61,292	11,438
10	गोवा	166	3,467
11	गुजरात	30,889	69,102
12	हरियाणा	3,28,557	13,43,474
13	हिमाचल प्रदेश	9,673	7,400
14	जम्मू और कश्मीर	4,767	3,036
15	झारखंड	6,374	67,730
16	कर्नाटक	27,105	50,594
17	केरल	11,555	7,261
18	लद्दाख	615	764
19	लक्षद्वीप	88	32
20	मध्य प्रदेश	7,04,848	2,60,285
21	महाराष्ट्र	1,74,342	1,33,469
22	मणिपुर	7,215	6,515
23	मेघालय	449	102
24	मिजोरम	2,548	742
25	नागालैंड	3,924	1,347
26	ओडिशा	19,420	1,21,134
27	पुद्दुचेरी	898	763
28	पंजाब	7,520	2,290
29	राजस्थान	1,03,444	6,05,826
30	सिक्किम	604	2,116
31	तमिलनाडु	63,905	33,339
32	तेलंगाना	3,424	1,40,947
33	त्रिपुरा	467	4,334
34	उत्तराखंड	4,589	3,014
35	उत्तर प्रदेश	8,41,123	5,97,012
36	पश्चिम बंगाल	5,09,952	3,74,519
	कुल	**48,85,259**	**41,41,385**

RAILWAY MODERNISATION ACROSS COUNTRY

494. SHRI S JAGATHRATCHAKAN:

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

(a) the details of the progress registered under modernisation programmes covering high-speed and semi-high-speed train systems including sleeper variants of advanced trainsets designed to improve long-distance rail travel and strengthen passenger mobility across the country;

(b) the current status of implementation relating to manufacturing, testing, deployment and expansion of such train services along with the railway corridors identified for their introduction;

(c) the details of the impact anticipated from these initiatives on travel time, network capacity, operational efficiency, regional connectivity and the overall passenger travel experience;

(d) the details of the infrastructure and technological upgrades undertaken by the Government for supporting the operation of advanced train systems, including track improvements, signalling modernisation and safety enhancement measures; and

(e) the initiatives proposed by the Government for accelerating railway modernisation while improving efficiency, safety, passenger comfort and the quality of long-distance rail services across the country?

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

(a) to (e) Modernisation of Indian Railways (IR) across country is a continuous and ongoing process subject to operational requirement, safety/security requirement, technical feasibility, commercial viability, resource availability, etc. and aims at improving safety/security, capacity, speed, operational efficiency, passenger comfort, environmental sustainability and adoption/development of advanced technologies.

Semi-High Speed Train system: 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 and Chair Car), Amrit Bharat, Namo Bharat Rapid Rail services with modern coaches, advanced safety features and passenger amenities.

A. Vande Bharat train services (Chair Car): After the launch of 1st semi-high speed train service on 15 February 2019 on the New Delhi–Kanpur–Prayagraj–Varanasi corridor, **Vande Bharat** (VB) services have expanded rapidly across the national rail network and now, 162 VB train services are operating at present.

Indigenously designed and manufactured Vande Bharat trains with modern coaches, advanced safety features and passenger amenities have been introduced. These trains have the following features:

- Jerk Free Semi-Permanent couplers.
- Fitted with KAVACH.

- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- Emergency Alarm Push buttons and Talk Back Units on all Coaches.
- Improved fire safety – Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Driver-Guard communication with voice recording facility and 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.

At present, 81 pairs Vande Bharat train services (Chair Car) are being operated on the Indian Railways network, as listed below:-

SN	Train No. and Name

1	22435/22436 Varanasi - New Delhi Vande Bharat Express
2	22439/22440 New Delhi - Sri Mata Vaishno Devi Katra Vande Bharat Express
3	20901/20902 Mumbai Central - Gandhinagar Capital Vande Bharat Express
4	22447/22448 New Delhi – Amb Andura Vande Bharat Express
5	20607/20608 MGR Chennai Central – Mysuru Vande Bharat Express
6	20825/20826 Bilaspur - Nagpur Vande Bharat Express
7	22301/22302 Howrah - New Jalpaiguri Vande Bharat Express
8	20833/20834 Visakhapatnam - Secunderabad Vande Bharat Express
9	22223/22224 Chhatrapati Shivaji Maharaj (T) – Sainagar Shirdi Vande Bharat Express
10	22225/22226 Chhatrapati Shivaji Maharaj (T) – Solapur Vande Bharat Express
11	20171/20172 Rani Kamlapati – Nizamuddin Vande Bharat Express
12	20701/20702 Secunderabad - Tirupati Vande Bharat Express
13	20643/20644 Chennai - Coimbatore Vande Bharat Express
14	20977/20978 Ajmer - Chandigarh Vande Bharat Express

15	20633/20634 Kasargod - Thiruvananthapuram Vande Bharat Express
16	22895/22896 Howrah - Puri Vande Bharat Express
17	22457/22458 Anand Vihar - Dehradun Vande Bharat Express
18	22227/22228 New Jalpaiguri - Guwahati Vande Bharat Express
19	20911/20912 Indore - Nagpur Vande Bharat Express
20	22229/22230 Chhatrapati Shivaji Maharaj (T) - Madgaon Vande Bharat Express
21	22349/22350 Patna - Ranchi Vande Bharat Express
22	20661/20662 Bengaluru - Dharwar Vande Bharat Express
23	20173/20174 Rani Kamlapati - Rewa Vande Bharat Express
24	22549/22550 Gorakhpur – Prayagraj Vande Bharat Express
25	12461/12462 Jodhpur - Sabarmati Vande Bharat Express
26	22925/22926 Ahmedabad – Okha Vande Bharat Express
27	20665/20666 Chennai Egmore - Tirunelveli Vande Bharat Express
28	20677/20678 Chennai – Narsapur Vande Bharat Express
29	20703/20704 Kacheguda - Yesvantpur Vande Bharat Express
30	20631/20632 Mangaluru - Thiruvananthapuram Central Vande Bharat

	Express
31	26963/26964 Udaipur – Asarva Vande Bharat Express
32	22347/22348 Howrah - Patna Vande Bharat Express
33	20835/20836 Rourkela - Puri Vande Bharat Express
34	20897/20898 Howrah - Ranchi Vande Bharat Express
35	22415/22416 Varanasi - New Delhi Vande Bharat Express
36	20641/20642 Bengaluru Cantt. - Coimbatore Vande Bharat Express
37	20645/20646 Madgaon - Mangaluru Vande Bharat Express
38	20705/20706 Nanded – Chhatrapati Shivaji Maharaj (T) Vande Bharat Express
39	22477/22478 New Delhi - Sri Mata Vaishno Devi Katra Vande Bharat Express
40	22425/22426 AyodhyaCantt. – Anand Vihar Vande Bharat Express
41	22487/22488 Delhi - Amritsar Vande Bharat Express
42	22961/22962 Mumbai Central - Ahmedabad Vande Bharat Express
43	20707/20708 Secunderabad - Visakhapatnam Vande Bharat Express
44	20663/20664 Mysuru - Chennai Vande Bharat Express

45	22233/22234 New Jalpaiguri - Patna Vande Bharat Express
46	22469/22470 Khajuraho – Nizamuddin Vande Bharat Express
47	22231/22232 Kalaburagi - Bengaluru Vande Bharat Express
48	20841/20842 Bhubaneswar - Visakhapatnam Vande Bharat Express
49	22345/22346 Patna - Gomti Nagar Vande Bharat Express
50	20887/20888 Ranchi - Varanasi Vande Bharat Express
51	22545/22546 LucknowJn - Dehradun Vande Bharat Express
52	22489/22490 Varanasi - Meerut City Vande Bharat Express
53	20627/20628 Chennai Egmore - Nagercoil Vande Bharat Express
54	20671/20672 Madurai - Bengaluru Cantt. Vande Bharat Express
55	22499/22500 Deoghar - Varanasi Vande Bharat Express
56	22309/22310 Howrah – Jamalpur Vande Bharat Express
57	20871/20872 Howrah - Rourkela Vande Bharat Express
58	20893/20894 Tatanagar - Patna Vande Bharat Express
59	20891/20892 Tatanagar – Brahmapur Vande Bharat Express
60	22303/22304 Howrah - Gaya Vande Bharat Express
61	20669/20670 Hubballi - Pune Vande Bharat Express

62	20673/20674 Chhatrapati Shahu Maharaj (T) Kolhapur - Pune Vande Bharat Express
63	20101/20102 Secunderabad - Nagpur Vande Bharat Express
64	20829/20830 Durg - Visakhapatnam Vande Bharat Express
65	21893/21894 Tatanagar - Patna Vande Bharat Express
66	21895/21896 Tatanagar - Patna Vande Bharat Express
67	20175/20176 Banaras - Agra Cantt. Vande Bharat Express
68	26901/26902 Sabarmati - Veraval Vande Bharat Express
69	26401/26402 Jammu Tawi - Srinagar Vande Bharat Express
70	26403/26404 Jammu Tawi - Srinagar Vande Bharat Express
71	26501/26502 Patliputra - Gorakhpur Vande Bharat Express
72	26751/26752 Belagavi - KSR Bengaluru Vande Bharat Express
73	26405/26406 Amritsar - Shri Mata Vaishno Devi Katra Vande Bharat Express
74	26101/26102 Pune - Ajni Vande Bharat Express
75	26301/26302 Jogbani - Danapur Vande Bharat Express
76	26481/26482 Jodhpur - Delhi Cantt. Vande Bharat Express

77	26471/26472 Bikaner - Delhi Cantt. Vande Bharat Express
78	26461/26462 Delhi - Firozpur Cantt. Vande Bharat Express
79	26651/26652 KSR Bengaluru - Ernakulam Vande Bharat Express
80	26505/26506 Khajuraho - Banaras Vande Bharat Express
81	26503/26504 Saharanpur - Gomtinagar Vande Bharat Express

B. Vande Bharat train services (Sleeper): For long distance travel the Sleeper variant of Vande Bharat Express has been indigenously designed and developed. Two such trains have already been manufactured and 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.

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.

The Vande Bharat trains reflect IR’s strategic shift towards modern, efficient, and passenger-centric rail services, supported by continuous infrastructure

upgradation and indigenous manufacturing capability. Through the expansion of new-generation trainsets, diversified variants, and improved onboard services, Vande Bharat is strengthening regional connectivity and improving the quality of inter-city travel. These trains underscore the role of rail infrastructure as a critical enabler of economic integration, sustainable mobility, and inclusive national development.

C. Namo Bharat Rapid Rail service: Namo Bharat Rapid Rail has been introduced to enhance the travelling experience of suburban and regional commuters for inter-city short distance movement by harnessing the features of Vande Bharat Trains. The prominent features of Namo Bharat Rapid Rail are as follows:

- Centrally controlled Double Leaf Automatic Sliding Doors.
- CCTVs for safety and passenger surveillance.
- Modular interior with Cushioned Seats and Sealed Flexible Gangway.
- Emergency Talk Back System.
- Continuous LED lighting with Energy Efficient lighting system.
- FRP Modular Toilets with vacuum evacuation.
- Fully Air-Conditioned trains with AC Driver cab.

At present, 02 pairs of Namo Bharat Rapid Rail services are being operated on the Indian Railways network, as listed below:-

SN	Train No. and Name
1	94803/94804 Jaynagar - Patna Namo Bharat Rapid Rail
2	94801/94802 Ahmedabad - Bhuj Namo Bharat Rapid Rail

D. Amrit Bharat train services: To provide affordable means of transportation to the low and middle income families, Indian Railways have introduced Amrit Bharat services that are fully non-AC modern trains. The present composition of Amrit Bharat consists of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry Car and 02 Luggage cum Divyangjan coaches. High Speed and enhanced Safety standards are the hallmarks of these trains with following enhanced features and amenities:

- Better aesthetics of seat and berths with enhanced look and feel on the lines of Vande Bharat Sleeper.
- Jerk Free Semi-Automatic Couplers.
- Improved Crashworthiness in coaches by provision of crash tube.
- Provision of CCTV system in all coaches.
- Improved designs of toilets.
- Improved design of Ladder for ease of climbing on to the berth.
- Improved LED Light fitting and Charging Sockets.
- Provision of EP assisted braking system.
- Aerosol based fire suppression system in toilets and electrical cubicles.
- USB Type-A and Type-C mobile charging sockets.

- Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
- Non-AC pantry with enhanced heating capacity.
- Fully sealed gangways with quick release mechanism for easy attachment and detachment.

As present, the following 36 pairs of 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
31	17065/17066 Charlapalli - Shalimar Amrit Bharat Express
32	22589/22590 Banaras - Hadapsar Amrit Bharat Express
33	22111/22112 Lokmanya Tilak(T) - Ayodhya Amrit Bharat Express
34	14663/14664 Amritsar - New Jalpaiguri Amrit Bharat Express
35	19725/19726 Khatipura - Darbhanga Amrit Bharat Express
36	11431/11432 Pune - Danapur Amrit Bharat Express

E. Hydrogen train: As a step towards developing new technology, Indian Railways' first hydrogen train "NaMo Green Rail" has been launched on 17.07.2026 to demonstrate the use of hydrogen powered train technology in Railways. It establishes the commitment of Indian Railways towards alternative energy-powered train travel.

This project involved designing from first stages, prototype manufacturing and first-time development of hydrogen traction technology in Indian Railways. Prominent features of Hydrogen Train-set are as below:

I. Designed and developed in India demonstrating IR's commitment to Atmanirbhar Bharat.

II. Presently, it is the world's longest (10 coaches) and most powerful (2400 kW) Hydrogen Train-set on Broad Gauge platform.

III. The train-set comprises two Driving Power Cars (DPCs) of 1200 kW

each, totaling 2400 kW along with eight passenger cars.

IV. Zero CO_2 emissions; only emission is water vapour.

V. Major step in development of next generation fuel technology in Railways.

High Speed Train System: 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 and 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	452 kms.
Girder	356 kms.
Track Bed	209 kms.
OHE Masts	190 kms.

The progress of stations is given below:-

SN	Station	Status
1	Sabarmati	Foundation works completed, Platform slab and 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:-

SN	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.

On the Surat–Vapi section (97 km) entire civil works including river bridge construction, have been completed and 86% of the track bed has been laid.

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.

However, Bullet train project is a very complex and technology intensive Project. Exact timelines for the completion of the entire project can be reasonably ascertained after the completion of all associated works of Civil Structures, Track, Electrical, Signaling and Telecommunication and supply of Trainsets.

Indigenisation and Capacity Building:

- Long-span steel truss girders are being fabricated in Indian workshops, supported by analytical specialized and field measurements to strengthen domestic HSR design capability.
- Heavy construction machinery used for full-span launching has been specialized and is now being manufactured in India.
- Most slab track materials and specialized track machines are being developed and produced by Indian manufacturers, boosting domestic

manufacturing capability.

- Design variations and detail regarding dynamic analysis are being handled by Indian agencies in collaboration with IITs, with advanced dynamic analysis tools and design charts developed to build long-term HSR expertise.

Innovation:

- Full-span launching method adopted for the first time in India for launching 40 m prestressed box girders (~1000 MT), enabling faster launching within 16 hours.
- Indigenous noise barriers being installed along the elevated corridor to minimise noise for nearby residents.
- Advanced simulation tools for OHE–pantograph interaction and Simulation model for designing of traction power supply developed with IIT Delhi for accurate design and planning.
- Underground station being constructed with provision for a future 90 m high building on the same foundation.
- Indigenously developed Rail Turnover Prevention Device (RTPD) introduced to enhance safety during derailments.

Rolling Stock

- Atmanirbhar Rolling Stock being developed in association with BEML. This will place Bharat in list of select countries which can design, build High Speed Trainsets.

Training:

- Indian Engineers and Skilled workers (approx. 1000 nos.) have been trained for Japanese methodology and presently, track works are being executed under their supervision.
- A Special Track training facility has been created at Surat for training and regular refresher courses.

Stations:

- HSR stations are being designed as city gateways reflecting local identity, with advanced security features such as controlled entry points, baggage scanners, Door Frame Metal Detectors (DFMDs) and Closed-Circuit Television (CCTV) surveillance.
- Safety-focused design includes anti-vibration measures, wind-pressure management in station roofs and provisions like anti-vibration hangers, clamps and bolting plates integrated during construction.
- Passenger convenience is ensured through ample parking, drop-off areas and seamless multimodal connectivity with coordinated city master planning.
- Sustainable and energy-efficient features aligned with Indian Green Building Council (IGBC) Platinum standards.

Geo-technical investigation:

- Greater emphasis has been put on Geo Technical Investigations (GTI) to be sure of structural adequacy and to rule out possibility of geological

surprises.

- The GTI has been generally carried out at 100 m, and at shorter intervals in case of special structures.
- A new geo tech lab has been set up in Gujarat.

Safety and security:

- Civil engineering structures are being designed and constructed as per best international practices, with designs validated by a Japanese High-Level Committee.
- To enhance earthquake safety, structures have been designed considering relevant seismic zones, with steel and damper stoppers provided on viaducts and bridges to prevent dislodgement, along with installation of an Earthquake Early Warning System (EQEWS).

Further, as a step toward modernization of railway across country, some major technologies deployed/piloted over IR are as follows:

1. **Machine Vision Inspection System (MVIS):** MVIS is an Artificial Intelligence (AI)/ Machine Learning (ML) based system which generates alert on detecting any hanging, loose or missing components of moving trains.
2. **Wheel Impact Load Detector (WILD):** WILD is a way-side inspection system that measures the impact of wheel on track to identify the defective wheel in Rolling Stock.
3. **Integrated Track Monitoring Systems (ITMS):** ITMS are deployed for

comprehensive inspection and monitoring of Railway tracks. The ITMS utilizes machine learning and image processing to monitor and detect defects in railway track components such as rails, sleepers, and fastenings. The data from ITMS is analysed for urgent and planned maintenance of track. Presently four (04) ITMS are deployed for track recording and monitoring of IR track.

4. **Modernisation and improvement of Signalling infrastructure:** IR is continuously modernizing current infrastructure of its signalling system as under:

   I. Electrical/Electronic Interlocking Systems with centralized operation points and signals in place of old mechanical signalling have been provided at 6671 stations as on 30.06.2026, out of which Electronic Interlocking have been provided at 3954 stations.

   II. Interlocking of Level Crossing Gates (LC) has been provided at 10395 Level Crossing Gates upto 30.06.2026 for enhancing safety at LC Gate.

   III. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6671 stations up to 30.06.2026.

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

have been provided on 6085 Block Sections upto 30.06.2026.

V. Automatic Block Signalling (ABS) that enhances line capacity within existing track infrastructure has been provided at 7464 Route Km upto 30.06.2026.

VI. 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). Kavach was adopted as National ATP system in July, 2020. Based on deployment of Kavach version 3.2 on 1465 Route Km 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 2,490 Route Kilometres as on 13.07.2026, covering the high density Delhi-Mumbai and Delhi- Howrah routes.

5. Modernisation and improvement of track infrastructure: The following measures are being taken by IR to upgrade railway tracks:

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

II. The Thick Web Switches and Weldable Cast Manganese Steel

(CMS), Crossings are being used in turnout renewal works.

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

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

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

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

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

VIII. Mechanisation of track laying activities through use of track machines.

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

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

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

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

6. **Amrit Bharat Stations:** Amrit Bharat Station Scheme has been launched for redevelopment of stations with a long-term approach. The scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

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

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

station in the long term.

So far, 1340 stations have been identified for development under Amrit Bharat Station Scheme, out of which following 261 stations have been completed:

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

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

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

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

- **Bhubaneswar station:** The works of new West side and East side station building, air concourse, elevated driveway at West and East side and extension of foot over bridge have been completed. The works of improvement of platform surface, improvement of circulating area, platform shelters, lifts and escalators have been taken up.
- **Chhatrapati Sambhajinagar station:** The works of new post office building and parcel office, new Railway Protection Force and Government Railway Police building at North side have been completed. The works of new arrival and departure building at South side, new waiting hall, toilet, air concourse, 6 m wide foot over bridge, through roof, new underground tanks at North and South sides, new sewage treatment plant at North and South side, new electrical sub-station building have been taken up.
- **Gaya station:** The work of new arrival building at second entry has been completed. The works of new departure building at second entry, new arrival and departure building at main entry, new platform no. 8, new platform shelters, air concourse and improvement of circulating area have been taken up.

- **Nagpur Junction station:** The works of relocation of passenger reservation system building and booking offices, and improvement of parking on the main entry side have been completed. The works of construction of new admin building, departure building and basement parking on main entry side, construction of departure building and unified basement on second entry side, new air concourse, improvement to platform surfacing on platform 8, and new platform shelters have been taken up.
- **Rameswaram station:** The works of revamping Multi Functional Complex building into retiring rooms, structural works of East and North terminal building, parcel office, departure forecourt, arrival forecourt, substation building and sewage treatment plant have been completed. The finishing works of East terminal building, North terminal building, departure forecourt, sewage treatment plant, arrival forecourt, platform shelter and improvement of waiting hall have been taken up.
- **Tirupati station:** The works of new South side station building (G+3+Basement), structural works of new North side station building, air concourse, underground and overhead water tanks, sewage treatment plant, rainwater harvesting, ramp to foot over bridge, lifts and escalators have been completed. The finishing works of station building, connecting bridge, approach road and platform shelters have been taken up.

Further, development / redevelopment / upgradation / modernisation of

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

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. The fund allocation of ₹ 11,972 crore has been made for the financial year 2026-27 under Plan Head – 53 and expenditure (up to June, 2026) of ₹ 4,633 crore has been incurred so far.

7. **Road over Bridges / Road under Bridges (ROB/RUB):** In order to improve safety and efficiency of train operations, Level Crossings (LCs) are eliminated either by providing Road over Bridges / Road under Bridges (ROBs/ RUBs) in lieu of LCs or through direct closure (for low traffic LCs) or by diversion of road traffic to nearby ROB/RUB/LC depending upon the site conditions.

All Unmanned level crossings (UMLCs) on Broad Gauge (BG) network of Indian Railways have been eliminated in 2019.

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

Period	ROBs / RUBs constructed
2004-14	4,148 Nos
2014-26 (Upto May'26)	14,451 Nos.

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 Railways. Such works are prioritised and taken up on the basis of their impact on safety in train operations, mobility of trains and impact for road users and feasibility etc.

As on 01.06.2026, 4,993 Nos. ROB / RUB works are sanctioned at a cost of approx. ₹ 1,17,492 Cr. on Indian Railways which are at various stages of planning and execution.

COMMERCIAL COAL MINING IN JHARKHAND

495. DR. BHOLA SINGH:

SHRI KALI CHARAN SINGH:

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

(a) the number of coal blocks auctioned under commercial mining in the country including Jharkhand particularly in the Chatra Lok Sabha Constituency and the number of blocks where production has commenced along with the status of the remaining blocks;

(b) the quantity of coal produced from commercial coal mines in the country including Jharkhand particularly in the Chatra Lok Sabha Constituency during

the financial year 2025–26 and their contribution to the State's and country's total domestic coal production;

(c) the steps taken by the Government to facilitate the timely development of commercial coal mines in the country including Jharkhand particularly in the Chatra Lok Sabha Constituency through faster statutory clearances, land acquisition, environmental and forest approvals and supporting rail and road infrastructure; and

(d) whether the Government has any special plan to expedite operationalisation of commercial coal projects and promote local employment and infrastructure development in the country particularly in the Chatra Lok Sabha Constituency and 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) As of 30 June 2026, a total of 132 coal blocks have been allocated through the commercial mining auction route. Of these, 23 blocks have obtained Mine Opening Permission (MOP), and 15 blocks are currently producing coal. The remaining 8 blocks are advancing through mine infrastructure development, while the other 109 blocks are within their scheduled development period as per the Coal Mine Development and Production Agreement (CMDPA), progressing through a structured timeline covering clearances, land acquisition, and infrastructure setup. Blocks allocated in successive auction tranches are accordingly at different stages of that timeline.

In the state of Jharkhand, 37 coal blocks have been allocated under commercial mining. Of these, 8 commercial coal blocks have been allocated in the Chatra Lok Sabha Constituency. The details of these blocks, along with their respective allottees and current status, are as follows:

S.No	District	Coal Block	Allottee	Status
1	Latehar	Chakla	Hindalco Industries Ltd.	Non-operational
2and3	Hazaribagh, Chatra	Brinda and Sasai	Dalmia Cement (Bharat) Limited	Non-operational
4	Latehar	North Dhadu (Eastern Part)	NTPC Mining Ltd. (NML)	Non-operational
5	Latehar	North Dhadu (Western Part)	NLC India Ltd. (NLCIL)	Non-operational
6	Latehar	Seregarha	Rungta Sons Private Limited	Non-operational
7	Latehar	West of Tubed	Oriental Quarries and Mines Private Limited	Non-operational
8	Latehar	Chitarpur (Revised)	Orissa Alloy Steel Private Limited	Non-operational

As reflected in the table above, all 8 blocks allocated in the Chatra Lok Sabha Constituency are currently non-operational and are at various stages of development.

(b) Commercial coal mining, introduced in 2020, has significantly contributed to enhancing domestic coal production and advancing the objectives of Atmanirbhar Bharat by promoting private sector participation, increasing

domestic coal availability, and reducing dependence on imports. Production from commercial coal mines has registered consistent growth, increasing from 1.15 MT in FY 2021-22 to 26.12 MT in FY 2025-26, reflecting sustained growth in domestic production.

During the financial year 2025-26, the coal production from commercial mines in the state of Jharkhand stood at 0.35 MT. It is pertinent to note that there are no coal producing commercial mines in the Chatra Lok Sabha Constituency. The contribution of these mines to the State's and country's total domestic coal output is accordingly reflected in the aforementioned figures.

(c) The Government has undertaken a comprehensive and sustained programme of reforms to expedite the operationalisation of commercial coal mines, with a strong focus on Ease of Doing Business.In the realm of exploration, 44 private entities have been notified as Accredited Prospecting Agencies, eliminating the need for a Prospecting Licence, while the requirement for Ministry approval of Geological Reports has been replaced with a streamlined peer-review mechanism. Furthermore, the number of exempted boreholes in forest areas has been increased from 25 to 62 per 10 square kilometres, significantly simplifying the exploration process for most projects.

To further accelerate development, coking coal has been designated as a Critical and Strategic Mineral, exempting it from public consultation requirements and allowing the use of degraded forest land for Compensatory Afforestation. In a major procedural reform, the mandatory requirement for

Mine Opening Permission from the Coal Controller's Organisation has been dispensed with, and the Board of the Company is now competent to grant this approval.

(d) The Government has taken several comprehensive initiatives to facilitate timely development of commercial coal mines across the country, as detailed in the response to part (c) above. These initiatives are designed to benefit all commercial coal projects uniformly and contribute to employment generation and infrastructure development in mining-affected areas

रेलवे नेटवर्क में कवच 4.0 का कार्यान्वयन और प्रगति

496. श्री आशीष दुबे:

श्री राधेश्याम राठिया:

श्री दिलीप शइकीया:

श्री प्रवीण पटेल:

डॉ. हेमंत विष्णु सवरा:

श्री जशुभाई भिलुभाई राठवा:

श्री विनोद लखमशी चावड़ा:

श्री अभिमन्यु सेठी:

श्री मुकेशकुमार चंद्रकांत दलाल:

श्री विजय कुमार दूबे:

श्री दिलेश्वर कामैत:

श्रीमती कमलेश जांगड़े:

डॉ. मन्ना लाल रावत:

श्री पी. पी. चौधरी:

श्री शशांक मणि:

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

(क) देश में विशेषकर राजस्थान में आज की तारीख के अनुसार कवर किए गए मार्गों के किलोमीटर का ब्यौरा क्या है और इससे रेलगाड़ियों के सुसज्जित इंजनों की संख्या सहित कवच 4.0 के परिनियोजन में हुई प्रगति का ब्यौरा क्या है;

(ख) वर्ष 2025-26 और 2026-27 के दौरान कार्यान्वयन के लिए पहचाने गए रेलवे ज़ोन और उच्च घनत्व वाले गलियारों का वर्ष-वार और ज़ोन-वार ब्यौरा क्या है;

(ग) क्या पूरे रेलवे नेटवर्क में कवच के परिनियोजन के लिए कोई समय-सीमा तय की गई है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(घ) रेलवे नेटवर्क में कवच की स्थापना और उसे चालू करने के कार्य में तेजी लाने के लिए क्या उपाय किए गए हैं?

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

(क) से (घ):

1. कवच एक स्वदेशी विकसित स्वचालित रेलगाड़ी संरक्षा प्रणाली (एटीपी) है। कवच अत्यधिक प्रौद्योगिकी प्रधान प्रणाली है, जिसके लिए सर्वोच्च स्तर के संरक्षा प्रमाणन (एसआईएल-4) की आवश्यकता होती है।
2. यदि लोको पायलट ब्रेक लगाने में विफल रहता है तो कवच स्वचालित ब्रेक लगाकर लोको पायलट को निर्दिष्ट गति सीमा के भीतर रेलगाड़ी चलाने में सहायता करता है और यह खराब मौसम के दौरान रेलगाड़ी को सुरक्षित ढंग से चलाने में भी सहायता करता है।
3. यात्री गाड़ियों पर पहला फील्ड परीक्षण फरवरी 2016 में शुरू किया गया था। इससे प्राप्त अनुभव और स्वतंत्र संरक्षा मूल्यांकनकर्ता (आईएसए) द्वारा प्रणाली के निष्पक्ष संरक्षा

मूल्यांकन के आधार पर, कवच संस्करण 3.2 की आपूर्ति के लिए 2018-19 में तीन फर्मों को अनुमोदित किया गया था।

4. कवच को जुलाई 2020 में राष्ट्रीय एटीपी प्रणाली के रूप में अपनाया गया।

5. कवच प्रणाली के कार्यान्वयन में निम्नलिखित कार्यकलाप शामिल हैं:

   क. प्रत्येक स्टेशन, ब्लॉक खण्ड पर स्टेशन कवच का संस्थापन।

   ख. पूरे रेलपथ की लंबाई में आरएफआईडी टैग का संस्थापन।

   ग. समग्र खंड में दूरसंचार टावरों का संस्थापन।

   घ. रेलपथ के साथ-साथ ऑप्टिकल फाइबर केबल बिछाना।

   ङ. भारतीय रेल के प्रत्येक रेल इंजन में लोको कवच का प्रावधान।

6. दक्षिण मध्य रेल के 1465 मार्ग किलोमीटर पर कवच संस्करण 3.2 के संस्थापन और प्राप्त अनुभव के आधार पर और सुधार किए गए। अंततः आरडीएसओ द्वारा दिनांक 16.07.2024 को कवच संस्करण विशिष्टि 4.0 को अनुमोदित किया गया।

7. कवच संस्करण 4.0 में विविध रेल नेटवर्क के लिए आवश्यक सभी प्रमुख विशेषताएं शामिल हैं। यह भारतीय रेल की संरक्षा में एक महत्वपूर्ण उपलब्धि है। अल्प अवधि के भीतर, भारतीय रेल ने स्वचालित रेलगाड़ी संरक्षण प्रणाली विकसित की, परीक्षण किया और उसे संस्थापित करना शुरू किया है।

8. कवच संस्करण 4.0 में किए गए प्रमुख सुधारों में अवस्थिति सटीकता में वृद्धि, बड़े यार्डों में सिगनल संबंधी पहलुओं की बेहतर जानकारी, ओएफसी पर स्टेशन-से-स्टेशन कवच इंटरफ़ेस और मौजूदा इलेक्ट्रॉनिक इंटरलॉकिंग प्रणाली से सीधा इंटरफ़ेस शामिल है। इन सुधारों के साथ, कवच संस्करण 4.0 को भारतीय रेल में बड़े पैमाने पर लागू करने की योजना है।

9. व्यापक और विस्तृत परीक्षणों के बाद, कवच संस्करण 4.0 को 13 जुलाई, 2026 तक 2,490 किलोमीटर मार्ग पर सफलतापूर्वक चालू किया गया है, जिसमें उच्च घनत्व वाले

दिल्ली-मुंबई और दिल्ली-हावड़ा मार्गों को शामिल किया गया है जैसा कि नीचे दिखाया गया है:

क्र.सं.	खंड	प्रगति (मार्ग किमी)
(1)	दिल्ली-मुंबई मार्ग: 1344 मार्ग किमी	
i	तिलक ब्रिज- जंक्शन केबिन– पलवल– मथुरा–नागदा – वडोदरा - विरार खंड (मंगल महुडी – पंच पिपलिया को छोड़कर) [यह राजस्थान से भी होकर गुजरता है]	1248
ii	वडोदरा – अहमदाबाद खंड	96
(2)	दिल्ली –हावड़ा मार्ग: 1146 मार्ग किमी	
i.	चिपयाना- टूण्डला - कानपुर- सूबेदारगंज खंड	563
ii.	कानपुर – लखनऊ खंड	71
iii.	डी डी यू (एफ ओ सी)-भभुआ रोड खंड	50
iv.	सासाराम- फेसर खंड	43
v.	गया- सरमाटांड़ - निमियाघाट खंड	159
vi.	छोटा अमबोना – बर्द्धमान – हावड़ा खंड	260

10. इसके अलावा, राजस्थान से होकर गुजरने वाले खंडों सहित भारतीय रेल के सभी जीक्यू, जीडी, एचडीएन और चिह्नित रेलखंडों को कवर करते हुए 21,937 मार्ग किलोमीटर पर कवच के रेलपथ साइड कार्यों का कार्यान्वयन कार्य किया जा रहा है।

11. भारतीय रेल के खंडों पर कवच के प्रमुख मदों की कुल प्रगति निम्नानुसार है:

क्र. सं.	मद	प्रगति
i	ऑप्टिकल फाइबर केबल बिछाना	11253 किमी

ii	दूरसंचार टावरों का संस्थापन	1668 अदद
iii	स्टेशन डेटा सेंटर	958 स्टेशन
iv	रेलपथ साइड उपकरणों का संस्थापन	7721 मार्ग किमी
v	रेलइंजनों में कवच का प्रावधान	6045 अदद

12. इसके अलावा, 7435 रेल इंजनों और 1200 ईएमयू/एमईएमयू में कवच की संस्थापना का कार्य शुरू कर दिया गया है।

13. भारतीय रेल के केंद्रीकृत प्रशिक्षण संस्थानों में सभी संबंधित अधिकारियों को कवच पर प्रशिक्षण देने के लिए विशेष प्रशिक्षण कार्यक्रम आयोजित किए जा रहे हैं। अब तक 94,000 से अधिक तकनीशियनों, ऑपरेटरों और इंजीनियरों को कवच प्रौद्योगिकी के विषय पर प्रशिक्षित किया जा चुका है। इसमें लगभग 57,000 लोको पायलट एवं सहायक लोको पायलट सम्मिलित हैं। यह पाठ्यक्रम इरिसेट के सहयोग से तैयार किया गया है।

AI DATA LABS

497. SHRI G M HARISH BALAYOGI:

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

(a) the number of IndiaAI Data and AI Labs approved, established and operational in the country, State/UT-wise especially in Andhra Pradesh;

(b) the number of persons enrolled, trained and certified through such Labs since inception, year and State/UT-wise especially in Andhra Pradesh;

(c) the details of courses, training programmes and capacity-building initiatives offered through such Labs and the institutions engaged in their implementation;

(d) the details of funds sanctioned, released and utilised for establishment and operation of such Labs, year and State/UT-wise especially in Andhra Pradesh;

(e) whether the Government has assessed training, placement, employment and entrepreneurship outcomes of persons trained through such Labs and if so, the details thereof; and

(f) the details of steps taken or proposed by the Government to establish additional IndiaAI Data and AI Labs and strengthen their utilisation in Andhra Pradesh?

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

(a) to (f): **IndiaAI Mission:**

India's AI policy is based on Prime Minister Narendra Modi's vision of democratizing technology. It is aimed at creating economic opportunities and employment for youth, while addressing risks associated with it.

India's AI strategy builds on India's vibrant IT sector with annual revenue of 300 billion dollars and 60 Lakh strong workforce. India AI Mission supports India's AI ambitions under seven pillars including development of AI models, applications, datasets, talent development and affordable compute.

AI models:

The Government of India is supporting Indian startups and institutions to develop large language models.

20 indigenous sovereign model proposals have been identified for support, comprising 12 LLMs and 8 SLMs. Notable successes so far include:

- Sarvam AI's Sarvam 30 billion parameter and 105 billion parameter models
- Gnani.AI's speech-to-speech model
- BharatGen's multilingual foundation models
- Avataar AI's video generation model

Domain-specific SLMs, include specialized models and AI frameworks addressing healthcare, language technologies and agentic AI systems are at various stages of development and deployment.

Affordable compute:

- Compute service providers empanelled: 15
- Number of projects supported: 237
- GPU hours sanctioned: 93.18 lakh GPU hours

Application Development:

- 12 National-level Hackathons/Innovation Challenges launched.
- Supported the development of 62 AI prototypes and 20 AI solutions deployment

Talent development:

- 686 fellowships have been awarded across undergraduate, postgraduate and doctoral programmes in 178 institutions.

- YUVA AI for All programme has been completed by over 26.5 lakh individuals.

IndiaAI Data and AI Labs

Under the IndiaAI FutureSkills pillar, IndiaAI Data and AI Labs are being established to create AI-ready talent by providing hands-on training in Artificial Intelligence, Data Science and related emerging technologies, particularly in Tier-2 and Tier-3 cities. The primary objective of these Data and AI Labs is capacity building and skill development. Accordingly, the labs are focusing on training and certification activities. More details about these labs can be accessed from https://indiaai.gov.in/hub/indiaai-futureskills

IndiaAI Data and AI Labs:

- The 27 IndiaAI Data and AI Labs established at NIELIT Centres are operational, and the State-wise details are placed at **STATEMENT-I.** Additionally, work on establishing another 188 Data and AI Labs at ITIs/Polytechnics is currently underway.
- The Labs presently offer the following NCVET-recognised foundational certification courses:
    i. Fundamentals of Data Annotation using Python (120 hours); and
    ii. Fundamentals of Data Curation using Python (120 hours).

  As of date, under these courses:
    i. Total students registered: 5,544 (2,611 in Data Annotation and 2,933 in Data Curation)

ii. Students currently undergoing training: 2,365

iii. Students trained: 3,161

iv. Students certified: 1,249

(State-wise details are placed at **STATEMENT-II**)

- An amount of Rs. 8.29 Cr. has been released for the establishment and operationalisation of 27 IndiaAI Data and AI Labs at NIELIT Centres.
- Additionally, Rs. 9.58 Cr. has been released for the establishment of 188 IndiaAI Data and AI Labs in ITIs and Polytechnics, which are presently undertaking procurement and infrastructure development activities and are yet to become operational.
- In Andhra Pradesh, 21 ITIs and 7 Polytechnics have been selected under this initiative. An amount of Rs. 1.07 Cr. has been released for the selected ITIs, which are currently in the process of procurement and infrastructure setup. The details of the selected ITIs are placed at **STATEMENT-III** .

STATEMENT- I

State-wise details of operational IndiaAI Data and AI labs:

S.No.	State	Number of operational labs

1.	Arunachal Pradesh	1
2.	Assam	3
3.	Bihar	3
4.	Haryana	1
5.	Himachal Pradesh	1
6.	Jammu and Kashmir	2
7.	Jharkhand	1
8.	Kerala	1
9.	Ladakh	1
10.	Maharashtra	1
11.	Manipur	1
12.	Meghalaya	1
13.	Mizoram	1
14.	Nagaland	1
15.	Odisha	1
16.	Punjab	1
17.	Rajasthan	1
18.	Sikkim	1
19.	Tripura	1

20.	Uttar Pradesh	2
21.	Uttarakhand	1
	TOTAL	27

STATEMENT - II

State-wise status of registrations, training and certification in IndiaAI labs:

Course I: Fundamentals of Data Annotation using Python

State/UT	Registered	UndergoingTraining	Trained	Certified	Dropout
Arunachal Pradesh	114	29	85	7	0
Assam	212	28	184	90	0
Bihar	286	100	186	32	0
Haryana	47	38	9	4	0
Himachal Pradesh	118	27	88	22	3
Jammu and Kashmir	171	20	151	48	0
Jharkhand	112	92	20	20	0
Kerala	129	0	129	43	0
Ladakh	89	30	59	20	0

Maharashtra	94	34	60	20	0
Manipur	52	40	12	8	0
Meghalaya	67	40	27	8	0
Mizoram	116	49	67	27	0
Nagaland	36	29	7	5	0
Odisha	185	125	60	0	0
Punjab	157	77	75	41	5
Rajasthan	40	0	40	14	0
Sikkim	152	62	90	21	0
Tripura	209	116	93	88	0
Uttar Pradesh	132	115	17	15	0
Uttarakhand	93	0	93	16	0
Total	**2611**	**1051**	**1552**	**549**	**8**

Course II: Fundamentals of Data Curation using Python

Location	Registered	Undergoing Training	Trained	Certified	Dropout
Arunachal Pradesh	20	0	20	3	0
Assam	364	236	128	61	0

Bihar	289	105	184	60	0
Haryana	48	35	13	11	0
Himachal Pradesh	143	40	99	32	4
Jammu and Kashmir	183	32	151	73	0
Jharkhand	95	75	20	15	0
Kerala	130	0	130	41	0
Ladakh	120	59	61	21	0
Maharashtra	89	29	60	18	0
Manipur	198	132	66	34	0
Meghalaya	79	28	51	32	0
Mizoram	103	50	53	45	0
Nagaland	82	38	43	36	1
Odisha	189	50	139	29	0
Punjab	109	45	60	52	4
Rajasthan	20	1	19	16	0
Sikkim	137	39	98	28	0
Tripura	210	103	107	60	0
Uttar Pradesh	232	217	14	14	1
Uttarakhand	93	0	93	19	0
Total	**2,933**	**1,314**	**1,609**	**700**	**10**

STATEMENT - III

Details of IndiaAI Data and AI labs in Andhra Pradesh:

S.No.	State	Name of the Govt. ITI
1.	Andhra Pradesh	Govt.ITI, Dhone
2.	Andhra Pradesh	Govt. ITI (Girls), Nellore
3.	Andhra Pradesh	Govt.ITI(New), Gajuwaka, Vishakhapatnam
4.	Andhra Pradesh	Government ITI Vijayawada
5.	Andhra Pradesh	Govt.ITI,Tirupati
6.	Andhra Pradesh	Government ITI, Kakinada
7.	Andhra Pradesh	Govt. ITI, IE, Eluru
8.	Andhra Pradesh	Govt ITI Rajamahendravaram
9.	Andhra Pradesh	Govt.R.ITI (Girls)Kadapa
10.	Andhra Pradesh	GOVT. ITI (GIRLS), VISAKHAPATNAM
11.	Andhra Pradesh	GOVT. DLTC/ITI, GUNTUR
12.	Andhra Pradesh	GOVT. ITI (GIRLS), KURNOOL
13.	Andhra Pradesh	GOVT. ITI (BOYS), NELLORE
14.	Andhra Pradesh	GOVT. ITI (BOYS), ONGOLE
15.	Andhra Pradesh	GOVT. DLTC/ITI, KADAPA
16.	Andhra Pradesh	GOVT. ITI, CHITTOOR
17.	Andhra Pradesh	GOVT. ITI (BOYS), ANANTAPUR
18.	Andhra Pradesh	GOVT. ITI (GIRLS), VIZIANAGARAM
19.	Andhra Pradesh	GOVT. ITI, TENALI

20.	Andhra Pradesh	GOVT. DLTC/ITI, SRIKAKULAM
21.	Andhra Pradesh	GOVT. ITI (GIRLS), BHIMAVARAM

REVENUE GENERATION DUE TO COMMERCIAL COAL MINING

498. SHRI DHAVAL LAXMANBHAI PATEL:

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

(a) the number of coal blocks auctioned under the commercial coal mining regime and the revenue generated for the Central and State exchequers during the last three years;

(b) the details of safeguards built into the auction process to ensure transparency and environmental compliance; and

(c) the details of employment generated in coal-bearing States as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) A total of 141 coal blocks has been auctioned under the commercial coal mine auction regime and 132 blocks have been allocated.

Detail of revenue generated from commercial coal mines during the last three years to Central and State exchequers which includes Upfront Amount, Monthly Premiums, Royalty, payments towards District Mineral Foundation Fund (DMF), National Mineral Exploration Trust, Dividend, GST and Corporate

Income Tax is given below:

Description	FY24	FY 25	FY26
Revenue Generated (Rs Cr)	2323.7	2323.76	3090.34

(b) Transparency and efficiency is institutionally embedded through a rule-based auction framework under the Coal Mines (Special Provisions) Act and the Mines and Minerals (Development and Regulation) Act. Commercial coal mine auctions are conducted entirely online through the MSTC e-auction portal using a two-stage electronic bidding process.

To address such risks, multiple safeguards exist within commercial coal auctions. These include stringent bidder qualification requirements, mandatory disclosures of participation form related parties and undertakings against collusive behaviour. Additionally, provisions for cancellation of coal blocks in cases of misrepresentation, and debarment from future auctions act as deterrents. Strengthening real-time scrutiny and enforcing penalties decisively are critical to ensuring that private participation in commercial coal mining remains competitive and transparent.

As per the CMDPA, the allocattee has to develop the coal mine after obtaining Environmental Clearance. The proponent should make to make necessary arrangements for mechanised loading and establishment of first-mile connectivity for transportation of coal from the pit-head, so as to reduce environmental pollution.

(c) Employment generation occurs predominantly once the mine commences

production. 15 commercial coal mines are currently under production and employment generation in these 15 mines presently stands at 5,161 as per records available with the Ministry. The State-wise details of employment in these producing commercial coal mines are given below:

Sr No	State	Total Employment (Direct and Indirect)
1	Chhattisgarh	2715
2	Odisha	847
3	Madhya Pradesh	757
4	Maharashtra	571
5	Arunachal Pradesh	214
6	Jharkhand	57
Total		**5161**

LIMITED DIGITAL INFRASTRUCTURE IN WESTERN UTTAR PRADESH

499. SHRI ZIA UR REHMAN:

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

(a) whether the Government is aware of limited digital infrastructure, cyber awareness and IT- based employment opportunities in Western Uttar Pradesh;

(b) if so, the details of steps taken by the Government to promote digital inclusion and IT skill development in the region;

(c) whether similar challenges exist across the country; and

(d) if so, the details of national measures undertaken to strengthen digital governance and the IT 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 (d): In line with Hon’ble Prime Minister's vision to democratise technology and empower citizens, the Government of India had launched the Digital India programme in July, 2015. At its core, the programme promotes three interconnected goals: strengthening digital infrastructure, delivering government services digitally, and empowering citizens through digital literacy and employment.

The Government has implemented several initiatives and policy measures to strengthen digital infrastructure, create cyber awareness, generate IT-based employment opportunities, and expand digital inclusion across the country including Uttar Pradesh. Details of some of the key initiatives are as follows:

Digital Connectivity and Digital Infrastructure: Digital India has contributed to the rapid expansion of internet access, through initiatives such as BharatNet, which aims to provide high-speed internet to rural and remote areas. As a result, there has been a substantial increase in internet accessibility and usage across the country, and internet penetration in India has grown in the last decade.

- **Telecom, Internet and Broadband Penetration:** Total telephone connections in India grew from 93.3 crores in March 2014 to 133+ crores in March, 2026. In Uttar Pradesh, the total number of telephone subscribers has crossed 18.60 crore.
- Internet subscribers jumped from 25.15 crore in March 2014 to 109.27 crore in March, 2026. In Uttar Pradesh, the total number of Internet subscribers has crossed 14.64 crore.
- The overall tele-density which was 75.23 % in March 2014 rose to 93.26% in March 2026.
- **BharatNet - Linking Villages to the Internet:** The infrastructure created under BharatNet 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 Wi-Fi Hotspots, Fibre to the Home (FTTH) connections, leased lines, etc. As of June 2026, a total of 2.21 lakh Gram Panchayats (GPs) have been made service-ready under the BharatNet Project across the country, including 49,299 GPs in Uttar Pradesh.
- **Aadhaar:** Aadhaar is the world's largest digital identity programme that provides biometric and demographic-based unique digital identity. Aadhaar created a trusted biometric identity platform for secure and instant digital authentication. Aadhaar enrolments increased from 0.42 crore in 2010-11 to over 144+ crore by June 2026. In Uttar Pradesh, over 24.25

crore Aadhaar have been generated.

- **Unified Payments Interface (UPI):** UPI has revolutionized digital transactions across the country. UPI has empowered millions of individuals and small businesses in rural and remote areas to make fast, secure and low-cost digital payments, significantly advancing financial inclusion. UPI is now live in over eight countries, including the UAE, Singapore, Bhutan, Nepal, Sri Lanka, France, Mauritius and Qatar, making India a global trailblazer in digital payments.
  - UPI serves more than 49 crore individuals, 6.5 crore merchants, and connects 731 banks on one platform, making it the world's largest digital payment system.
  - UPI powers 85% of India's digital payments and nearly 50% of global real-time digital payments.
- **DigiLocker** has provided anytime access to authentic digital documents from original issuer for the common citizen. More than 71.66 crore users are registered with DigiLocker to avail its services and more than 936.03 crore documents issued from 2822 issuers onboarded on the platform. More than 645 Lakh Aadhaar enabled registrations have taken place in the state of Uttar Pradesh to avail DigiLocker services.
- **Unified Mobile Application for New-age Governance (UMANG)** for accessing digital services through mobile App, one mobile application for all government services, is operational and offers 2585 services for

individuals. In the State of Uttar Pradesh, 92 services from various departments are integrated/onboarded on the UMANG platform.

- **Common Services Centres –** CSCs are offering government and business services in digital mode enhancing last-mile connectivity in rural areas through Village Level Entrepreneurs (VLEs). Over 800 services are being delivered through CSCs. As on May 2026, 5.01 lakh CSCs are functional across the country (in rural and urban areas), out of which 3.91 lakh CSCs are functional at the Gram Panchayat level (rural). In the state of Uttar Pradesh 1.12 lakh CSCs are functional across the state (in rural and urban areas), out of which, 87,839 CSCs are functional at the Gram Panchayat level (rural).

In addition, the Government of Uttar Pradesh has undertaken several initiatives to strengthen the State's digital infrastructure and promote IT-led development. The Uttar Pradesh State Data Centre (UPSDC) has been established to host e-Governance applications and citizen-centric digital services for all 75 districts of the State. A centralized Security Operations Centre has also been established to enhance the security of applications, data, and digital services. Further, the Uttar Pradesh State Wide Area Network (UPSWAN) has been upgraded to provide secure and reliable connectivity up to the block level, ensuring seamless delivery of e-Governance services across the State, including Western Uttar Pradesh.

Building Digital Skills: India’s digital transformation goes beyond mere access; it focuses on empowering people and institutions to use technology

effectively, driving inclusive growth, strengthening digital governance, and enabling citizens across the nation.

- **Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA)** is one of the world's largest digital literacy initiatives with over 6.39 Crore persons getting trained nationwide (against the target of 6 Crore). In the state of Uttar Pradesh, 1.50 crore candidates were trained under the Scheme.
- **FutureSkills Prime** is a collaborative initiative of Government of India and NASSCOM. It provides skilling, reskilling, and upskilling in emerging technologies such as Artificial Intelligence, Big Data Analytics, Internet of Things (IoTs), Cyber Security, Blockchain, Augmented Reality/Virtual Reality (AR/VR), etc.

  Under the programme, so far, more than 34+ lakh candidates have registered on the portal, out of which there have been 23+ lakh candidates enrolled/trained in various courses. In the state of Uttar Pradesh, more than 1.12 lakh candidates have enrolled/trained in various courses, which includes 60,000+ candidates from western Uttar Pradesh.
- **National Institute of ELECTRONICS AND INFORMATION TECHNOLOGY (NIELIT) provides digital** literacy courses such as Awareness in Computer Concept (ACC), Course on Computer Concepts (CCC) etc. Currently, NIELIT operates 56 of its own Centres and a Nationwide network of 9000+ partner institutes for conducting skill development activities in IECT areas.

  In the State of Uttar Pradesh, NIELIT has presence through its 4-centre located at Gorakhpur, Lucknow, Pilibhit and CoE in Chip design at Noida.

Since the year 2020, 36 Lakh+ candidates have been skilled by NIELIT in the state of Uttar Pradesh.

Indian IT/ ITeS industry: Our IT industry has been progressively contributing to the growth of exports and creation of employment opportunities. India's digital economy is creating large-scale employment opportunities. The IT and ITeS industry is estimated to have generated USD 283 billion in revenue in FY25, according to NASSCOM. India's 2,100+ Global Capability Centres (GCCs) employ around 26 lakh professionals across engineering, analytics, cyber security, and AI-driven roles.

Digital Entrepreneurship: To strengthen the entrepreneurship ecosystem in the Electronics and ICT domain across Tier-II and Tier-III cities in India, MeitY has undertaken several initiatives to promote technology-driven startups and innovation ecosystem in the country. Some of these initiatives are:

- Government has set up 73 Software Technology Parks of India (STPI) centres of which 65 centres are located in Tier-2 and Tier-3 cities. Out of these, Six (06) centres have been established in Uttar Pradesh at Prayagraj, Kanpur, Lucknow, Noida, Meerut and Gorakhpur.
- '**Gen-Next Support for Innovative Startups (GENESIS)' Scheme** envisages scaling up about 1,600 technology startups, to discover, nurture and grow technology startups. The scheme is being implemented through 65 incubation centres as Implementing Agencies
- Further, under the **Technology Incubation and Development of**

Entrepreneurs (TIDE 2.0) Scheme, financial and technical support is being provided through selected incubators located in institutes of higher learning and premier RandD organizations across the country. Support is channelled through 51 incubators situated in top academic institutions and national research organisations across the country.

In addition, the Department of IT and Electronics, Government of Uttar Pradesh, has undertaken several initiatives to promote the IT/ITeS ecosystem across the State, including Western Uttar Pradesh. The region has emerged as a major IT/ITeS hub, hosting leading BPO/KPO companies such as Genpact and Teleperformance, which generate significant employment opportunities. Further, prominent technology companies, including TCS, Microsoft, Infosys, and Paytm, have established or are expanding their operations in Noida, further reinforcing the region's position as a key technology and innovation hub.

Cyber awareness:

- 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 works with other agencies involved in ensuring cybersecurity including Telecom Security Operations Centre (TSOC), India Cyber Crime Coordination Centre (I4C), National Centre Information Infrastructure Protection Centre (NCIIPC), etc.
- The Government has established the National Critical Information

Infrastructure Protection Centre (NCIIPC) for protection of critical information infrastructure in the country under the provisions of section 70A of the Information Technology (IT) Act, 2000.

- CERT-In operates an automated cyber threat exchange platform for proactively collecting, analysing and sharing tailored alerts with State Governments and organisations across sectors for proactive threat mitigation.
- CERT-In issues alerts and advisories regarding latest cyber threats/vulnerabilities and countermeasures to protect computers, networks and data on an ongoing basis.
- Cyber security mock drills are conducted regularly to enable assessment of cyber security posture and preparedness of organisations in Government and critical sectors.
- Computer Security Incident Response Team in Finance sector (CSIRT-Fin) under CERT-In is operational since May 2020 to coordinate cyber incident response in the banking and financial sector.
- Cyber Swachhta Kendra (CSK) is a citizen-centric service provided by CERT-In, which extends the vision of Swachh Bharat to the cyber space. Cyber Swachhta Kendra is the Botnet Cleaning and Malware Analysis Centre and helps to detect malicious programs and provides free tools to remove the same, and also provides cyber security tips and best practices for citizens and organisations.

- Regular training workshops are conducted for cybersecurity professionals, Chief Information Security Officers (CISO) and Government employees etc.
- Information Security Education and Awareness (ISEA): ISEA programme has been implemented by MeitY for generating human resources in Information Security and creating general awareness on various aspects of cyber hygiene and cyber security among the masses. So far, 6,650 awareness workshops have been conducted across the country, covering 11.37 lakh+ participants, including school/colleges students, teachers, law enforcement, government personnel, and general public. It includes 556 awareness workshops organized in Uttar Pradesh covering 1 lakh+ participants, out of which 313 awareness workshops were conducted in Western Uttar Pradesh covering 65000+ participants.

PROJECTS SANCTION UNDER MPLADS

500. SHRI KALYAN BANERJEE:

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

(a) the details of the projects sanctioned under Member of Parliament Local Area Development Scheme (MPLADS) and achievement of Member of Parliaments in spending and utilisation of MPLADS funds, State-wise; and

(b) the details of reports on the Periodic Labour Force Survey (PLFS) and Employment, Household Consumption Expenditure Survey (HCES) in both urban and rural areas, the Comprehensive Modular Survey (CMS), the Annual

Survey of Industries (ASI) on manufacturing and infrastructure projects monitoring with Support for Statistical Strengthening (SSS) to enhance their capacity and infrastructure development therein during the last five financial years, State-wise?

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 state-wise details of the works recommended, sanctioned, completed and in progress during the 18th Lok Sabha under Member of Parliament Local Area Development Scheme (MPLADS) is enclosed (**STATEMENT - I**).

(b) The details of reports on Periodic Labour Force Survey (PLFS), Household Consumption Expenditure Survey (HCES), Comprehensive Annual Modular Survey (CAMS)/Comprehensive Modular Survey (CMS), Annual Survey of Industries (ASI) and Support for Statistical Strengthening (SSS) during the last five financial years are enclosed (**STATEMENT** - II).

STATEMENT - I

The state-wise details of the works recommended, sanctioned, completed and in progress during the 18th Lok Sabha as on 20.07.2026 under Member of Parliament Local Area Development Scheme (MPLADS)

S.No.	State	Works Recommended		Works Sanctioned		Works Completed		Works Under Progress		Expenditure (₹ in cr)
		Number	Amount (₹ in cr)	Number	Amount (₹ in cr)	Number	Amount (₹ in cr)	Number	Amount (₹ in cr)	
1	Andaman And Nicobar Islands	24	6.55	13	3.62	0	0.00	13	3.62	1.27
2	Andhra Pradesh	3141	203.50	2730	181.19	719	36.15	2011	145.04	82.82
3	Arunachal Pradesh	285	21.95	238	18.67	95	7.29	143	11.38	18.46
4	Assam	2164	137.03	1471	90.80	88	5.95	1383	84.85	59.76

5	**Bihar**	5503	399.90	4148	310.26	2446	191.71	1702	118.55	244.14
6	**Chandigarh**	109	7.47	84	6.17	28	1.32	56	4.86	2.47
7	**Chhattisgarh**	2184	107.69	1980	98.75	773	33.96	1207	64.79	67.86
8	**Delhi**	538	57.68	442	38.46	34	1.85	408	36.60	13.30
9	**Goa**	201	21.72	78	6.38	22	1.59	56	4.78	5.68
10	**Gujarat**	7197	252.99	6070	206.31	2029	62.66	4041	143.65	101.44
11	**Haryana**	1786	88.65	1415	70.72	345	12.28	1070	58.43	34.89
12	**Himachal Pradesh**	1618	38.76	1479	33.97	188	3.76	1291	30.21	21.97
13	**Jammu And Kashmir**	935	47.64	779	37.22	254	5.76	525	31.45	14.19
14	**Jharkhand**	4180	140.49	3304	112.63	348	14.83	2956	97.80	80.05
15	**Karnataka**	4235	257.00	2393	144.63	373	20.38	2020	124.24	97.48
16	**Kerala**	4047	223.45	2586	138.32	598	27.63	1988	110.69	57.48
17	**Ladakh**	36	4.00	14	1.23	0	0.00	14	1.23	0.60
18	**Lakshadweep**	27	9.05	24	5.72	1	0.02	23	5.70	3.69
19	**Madhya Pradesh**	6908	288.84	5064	214.65	1695	58.33	3369	156.32	164.10
20	**Maharashtra**	4364	417.26	2244	213.39	346	36.96	1898	176.43	120.10
21	**Manipur**	80	20.83	72	18.62	15	2.71	57	15.91	16.54
22	**Meghalaya**	555	22.21	449	19.27	114	5.19	335	14.08	15.80
23	**Mizoram**	174	10.15	172	10.04	24	1.41	148	8.63	9.06
24	**Nagaland**	57	14.80	44	12.47	38	8.93	6	3.54	12.03
25	**Odisha**	5326	197.61	3806	132.00	885	17.67	2921	114.33	47.57
26	**Puducherry**	64	12.79	21	4.10	3	0.27	18	3.83	2.78
27	**Punjab**	3701	116.03	3348	104.63	1254	34.51	2094	70.12	70.71
28	**Rajasthan**	2734	179.48	2094	132.33	645	30.22	1449	102.11	81.95
29	**Sikkim**	117	13.31	61	10.08	10	2.44	51	7.64	9.80
30	**Tamil Nadu**	5208	426.71	3831	302.90	1859	123.43	1972	179.47	245.08
31	**Telangana**	4858	176.56	3408	117.02	873	23.73	2535	93.29	68.09
32	**The Dadra And Nagar Haveli And Daman And Diu**	58	25.05	0	0.00	0	0.00	0	0.00	0.00
33	**Tripura**	81	19.39	43	12.69	2	1.61	41	11.08	7.03
34	**Uttar Pradesh**	17481	829.46	13647	704.12	5317	259.23	8330	444.89	527.71
35	**Uttarakhand**	777	24.51	625	19.88	77	2.03	548	17.84	9.61
36	**West Bengal**	5552	406.70	4424	300.19	1230	57.75	3194	242.44	174.08

STATEMENT - II

The details of reports on Periodic Labour Force Survey (PLFS), Household Consumption Expenditure Survey (HCES), Comprehensive Annual Modular Survey (CAMS)/Comprehensive Modular Survey (CMS), Annual Survey of Industries (ASI) and Support for Statistical Strengthening (SSS) during the last five financial years

Periodic Labour Force Survey (PLFS):

- During last five financial years, the following reports on the Periodic Labour Force Survey have been published and can be accessed through in the website of MoSPI:
    1. Five Annual Reports from 2020-21 to 2023-24 and 2025 have been published. 2020-21 refers to the survey period of July, 2020 to June, 2021 and accordingly for other years. 2025 refers to the survey period of January-December, 2025.
    2. **Nineteen Quarterly Bulletins** covering the period April-June 2021 to October-December 2024 were published.
    3. To generate high-frequency labour force indicators, the publication of Monthly Bulletins of PLFS was initiated from April, 2025. Thereafter, 12 Monthly Bulletins for the period April 2025 to March 2026 were published.

Household Consumption Expenditure Survey (HCES):

- The latest surveys on Household Consumption Expenditure (HCES) were conducted during August, 2022 – July, 2023 and August, 2023 –

July, 2024 and the findings of the same were published on the website of MoSPI and can be accessed through the following links:

1. https://www.mospi.gov.in/sites/default/files/publication_reports/Report_591_HCES_2022-23New.pdf
2. https://www.mospi.gov.in/sites/default/files/publication_reports/Final_Report_HCES_2023-24L.pdf

Comprehensive Annual Modular Survey (CAMS):

- The NSO, MoSPI conducted the Comprehensive Annual Modular Survey (CAMS) in its 79th round (July, 2022 to June, 2023) and Comprehensive Annual Modular Survey, 2022-23 was published by MoSPI (https://www.mospi.gov.in/uploads/nss-reports/nss_reports_1758606863392_e5d89271-94a3-4162-b81a-58cc2197c7f1_CAMS_Report_October_N.pdf)

Comprehensive Modular Survey (CMS):

- The NSO, MoSPI conducted the Comprehensive Modular Survey: Telecom (CMS: Telecom) during the period January to March, 2025 and Comprehensive Modular Survey: Education (CMS: Education) during the period April to June, 2025. Based on the results of the survey, the following reports have been published by MoSPI:

1. **NSS Report No. 593 (80/CMS/1): Comprehensive Modular Survey: Telecom, 2025** (https://www.mospi.gov.in/uploads/nss-reports/nss_reports_1758606086497_61752741-c9ce-48ff-b277-

4d6a2c4f2f19_CMST_report_m_(1).pdf))

2. **NSS Report No. 595 (80/CMS/2): Comprehensive Modular Survey: Education, 2025** (https://www.mospi.gov.in/uploads/nss-reports/nss_reports_1758606769650_f656d260-e4da-4f96-8280-b4cb5b7f544e_CMS_E_2025L_(2).pdf)

Annual Survey of Industries (ASI):

- The details of reports/publications at All-India level released during the last five years are as under:
  1. ASI Vol I 2023-24, ASI Vol II 2023-24 and ASI Summary Results for Factory Sector 2023-24.
  2. ASI Vol I 2022-23, ASI Vol II 2022-23 and ASI Summary Results for Factory Sector 2022-23.
  3. ASI Vol I 2021-22, ASI Vol II 2021-22 and ASI Summary Results for Factory Sector 2021-22.
  4. ASI Vol I 2020-21, ASI Vol II 2020-21 and ASI Summary Results for Factory Sector 2020-21.
  5. ASI Vol I 2019-20, ASI Vol II 2019-20 and ASI Summary Results for Factory Sector 2019-20.
  6. ASI Vol I 2018-19, ASI Vol II 2018-19 and ASI Summary Results for Factory Sector 2018-19.

Support for Statistical Strengthening (SSS):

- MoSPI is implementing Support for Statistical Strengthening (SSS) sub-scheme under the Capacity Development Scheme to strengthen statistical capacities and operations of State Directorates of Economics and Statistics (DES) to improve the collection, compilation and dissemination of reliable, timely and granular statistics.

  It supports States/ UTs for participation in various national surveys as per their Advance Release Calendar (ARC) and also for generation of statistical indicators such as -GSDP, DDP, SDG and other indicators at State/sub-State level.

EARTHQUAKE RISK IN KANGRA-CHAMBA-DHARAMSALA BELT

501. SHRI ANURAG SINGH THAKUR:

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

(a) whether the Government has taken note of recent seismic activity in Kangra-Chamba region of Himachal where 18 tremors were recorded in month of June with magnitudes ranging from 2.1-5.0 and if so, the details thereof;

(b) whether National Geophysical Research Institute (NGRI) has identified Kangra-Chamba-Dharamshala belt as one of the areas with high potential for future major earthquake exceeding magnitude 7.0 and if so, the details thereof;

(c) the details of steps taken to strengthen earthquake monitoring, early

warning systems, disaster preparedness in this highly sensitive region;

(d) whether the Government has issued any fresh/recent advisories to States regarding enforcement of earthquake-resistant building norms and if so, the details thereof;

(e) the details of action plan prepared to minimise loss of life, property in event of major earthquake, status of retrofitting vulnerable buildings and public awareness campaigns; and

(f) whether the Government proposes to conduct any fresh seismic micro-zonation study of Kangra-Chamba-Dharamshala belt, provide additional financial, technical assistance to State for disaster resilience?

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

(a) Yes. The Government has taken note of the seismic activity in the Kangra–Chamba region. The National Center for Seismology (NCS) under Ministry of Earth Sciences (MoES) continuously monitors earthquakes across the country through the National Seismological Network. During June 2026, a total of 16 earthquakes were detected and reported by NCS through its 24×7 Earthquake Monitoring Centre in

the Kangra–Chamba region of Himachal Pradesh, as against 18 mentioned in the question. Magnitude-wise details of these earthquakes are as follows:

Magnitude Range	2.0 - 2.9	3.0 - 3.9	4.0 - 4.9	5.0 - 5.9
No. of Earthquakes	12	3	NIL	1

(b) The Kangra–Chamba–Dharamshala region lies in Seismic Zone V, the highest earthquake hazard zone in India. Scientific studies, including those by NGRI and other institutions, indicate that the region is capable of generating large earthquakes exceeding magnitude 7.0 due to active tectonic processes.

(c) The Government has strengthened earthquake monitoring by expanding the National Seismological Network and ensuring round-the-clock monitoring by NCS. Presently, NCS maintains the National Seismological Network of 172 seismic stations across the country for 24×7 real time earthquake monitoring. Out of 172, 7 stations (Shimla, Dharamshala, Tissa, Sundernagar, Kalpa, Bhakra and Pong Dam) are in Himachal Pradesh. In addition, National Disaster Management Authority (NDMA), in coordination with State Governments, promotes earthquake preparedness through mock drills, training of officials and first responders, preparation of disaster management plans, and strengthening of emergency response mechanisms.

(d) Yes. The Government has issued advisories and guidelines for adoption and enforcement of earthquake-resistant construction through the National Building Code (NBC), Bureau of Indian Standards (BIS) seismic design codes and Model Building Bye-Laws. The implementation of these codes is the responsibility of the respective State Governments and Urban Local Bodies.

(e) The Government follows a strategy to minimize loss of life and property through risk assessment, preparedness, capacity building, strengthening of critical infrastructures and promotion of retrofitting of vulnerable lifeline buildings by the concerned authorities. **NDMA regularly undertakes public awareness campaigns, conducts school and community awareness programmes, mock exercises and training programmes to promote earthquake safety and preparedness.**

(f) Seismic microzonation studies are undertaken by scientific institutions and universities. The Government continues to provide financial and technical assistance to states, including Himachal Pradesh, under various disaster management and mitigation schemes to enhance disaster resilience and preparedness.

SUPPLY OF FOODGRAINS TO FLOOD-AFFECTED DISTRICTS

502. MD. RAKIBUL HUSSAIN:

Will the Minister of **CONSUMER AFFAIRS, FOOD AND PUBLIC**

DISTRIBUTION be pleased to state:

(a): whether the Government has ensured uninterrupted and adequate supply of food grains to flood-affected districts of Assam during the recent flood seasons, in view of large-scale displacement and loss of livelihoods;

(b): if so, the quantum of food grains released and distributed as relief including allocations under the National Disaster Response Fund (NDRF), State Disaster Response Fund (SDRF) and other special packages, district and scheme-wise;

(c): the details of Union and State agencies involved in the procurement, transportation, storage and distribution of such relief foodgrains along with the coordination mechanism put in place to avoid delays and shortages; and

(d): the details of the total expenditure incurred by the Union Government on procurement, transportation, storage and distribution of food grains for flood relief in Assam during the last five years?

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

(a): The Government of India ensures availability of adequate stocks of foodgrains in its depots and releases the stock as per allocation of foodgrains made to all States/ UTs (including Government of Assam) on the basis of identification of beneficiaries reported by them.

District-wise allocation is being made by concerned States/ UTs. Further, distribution of foodgrains to flood-affected areas falls within the jurisdiction of the State Government.

(b): The allocation of foodgrains to Government of Assam for F.Y. 2025-2026 is 16.95 Lakh MT of foodgrains (i.e. 16.41 Lakh MT of Rice under National Food Security Act and 0.54 Lakh MT of Wheat under Tide-Over category) and for F.Y. 2026-27 (upto June 2026) is 4.23 Lakh MT of foodgrains (i.e. 4.11 Lakh MT of Rice under National Food Security Act and 0.12 Lakh MT of Wheat under Tide-Over category).

Food Corporation of India releases foodgrains based on allocations made by the Government of India and as per indents received from the respective State Governments. The details of sale through OMSS (Domestic) to State Government without e-auction during the flood season is as under:-

(Qty. in MTs)

F.Y.	Sub-Allocation	Lifting
2025-26	14536	2339.51
2026-27(upto June 2026)	17000	149.53

The actual distribution to beneficiaries and scheme-wise utilization (including SDRF/ NDRF etc.) falls under the purview of the State Government. The district-wise lifting status is enclosed as **STATEMENT.**

(c): The Government through FCI, stores foodgrains mainly wheat and rice at designated depots/ warehouses across the country as per the requirement

and distribution under NFSA and Other Welfare Schemes.

Further, the procurement, storage and transportation of foodgrains up to designated depots/ points is done by FCI. FCI along with other State Agencies undertakes procurement of wheat and paddy under price support scheme. Procurement of foodgrains from farmers is mostly undertaken by State Govt. agencies and the share of FCI in Minimum Support Price (MSP) procurement operations is, as such, very limited.

Distribution of foodgrains to the beneficiaries, including in flood-affected areas, is undertaken by the State Government, through its designated agencies. Coordination is carried out as per existing guidelines and through regular interaction between FCI, State Government Officials and other concerned authorities.

(d): Department of Food and Public Distribution reimburse the expenditure incurred by States including Assam, that have opted for Decentralized Procurement (DCP) mode for distribution of food-grains to the beneficiaries of Central Schemes as per allocation made by Government of India. The difference between Economic Cost and Central Issue Price (CIP), at which foodgrains are issued to States, is reimbursed to Food Corporation of India (FCI) and DCP States as food subsidy. Funds are also released to FCI for maintenance of buffer stocks. The food subsidy released to DCP States and FCI is made as per budgetary allocation made by Ministry of Finance (MoF). State wise funds are not allocated by MoF. Further, funds are also released by Food Corporation of India (FCI) to the States for the quantum of

food-grains handed over to them by States for Central Pool. Assam is a DCP State for only 2 districts and has adopted DCP mode since 2023-24. Food subsidy released to Assam under DCP mode is as below:

Sr. No.	Financial Year	Amount (Rs. in crores)
1.	2020-21	-
2.	2021-22	-
3.	2022-23	-
4.	2023-24	-
5.	2024-25	-
6.	2025-26	94.20

Further, expenditure related to flood relief operations, including under SDRF/ NDRF, is incurred and compiled by the State Government/ concerned Authorities.

STATEMENT

The district-wise lifting status of grains

Sr. No.	**District**	**Sub-allocation (MT)**	**Quantity Lifted (MT)**
1	Bajali	748	0

2	Baksa	80	0
3	Barpeta	873	0
4	Biswanath	378	0
5	Bongaigaon	118	0
6	Cachar	1040	0
7	Charaideo	180	9.399
8	Chirang	47	8.214
9	Darrang	899	0
10	Dhemaji	612	131.913
11	Dhubri	2400	0
12	Dibrugarh	283	0
13	Dima Hasao	10	0
14	Goalpara	300	0
15	Golaghat	590	0
16	Hailakandi	647	0
17	Hojai	364	0
18	Jorhat	150	0
19	Kamrup	50	0
20	Kamrup (M)	156	0
21	Karbi Anglong	59	0
22	Kokrajhar	110	0
23	Lakhimpur	911	0

24	Majuli	403	0
25	Morigaon	513	0
26	Nagaon	1418	0
27	Nalbari	675	0
28	Sivasagar	539	0
29	Sonitpur	379	0
30	South Salmara Mankachar	259	0
31	Sribhumi	1403	0
32	Tamulpur	116	0
33	Tinsukia	250	0
34	Udalguri	9	0
35	West Karbi Anglong	31	0
Total		17000.00	149.53

SCIENCE AND TECHNOLOGY- BASED INTERVENTIONS

503. DR. NAMDEO KIRSAN:

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

(a) whether the Government has undertaken or proposes to undertake any science and technology-based interventions in the Gadchiroli–Chimur Parliamentary Constituency for promoting tribal livelihoods, bamboo and minor forest produce value addition, climate-resilient agriculture, digital innovation or technology-driven skill development;

(b) whether any projects have been sanctioned through agencies under the Ministry including technology business incubators, rural technology centres, or innovation hubs in the constituency during the last three years;

(c) the details of funds sanctioned, projects approved and beneficiaries covered under such initiatives, district-wise; and

(d) the steps taken/being taken to strengthen science and technology infrastructure and research collaborations in Gadchiroli, particularly in view of the district's ongoing development and industrial transformation?

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 Department of Science and Technology under the Ministry of Science and Technology indeed provides opportunities to motivated scientists and technologists from national Research and Development (RandD) labs, SandT-driven Non-Governmental Organizations (NGOs) and field-level workers to take up action-oriented and location-specific projects aiming at Socio-economic development of disadvantaged sections of the society through appropriate interventions of Science, Technology and Innovation (STI), leading to their improved quality of life and livelihood. Through its diverse schemes and

programmes, efforts are being made to empower the community by adopting technologies to address locally defined needs and priorities that consider available resources for sustainable development. The projects supported by DST work towards strengthening of human capacities, Institutional capacities and technology deployment. All the programmes of DST are implemented PAN India in competitive mode and financial support is extended strictly based on merit, encompassing all States and Union Territories, including Gadchiroli–Chimur Parliamentary Constituency in Maharashtra. The details of ongoing Central schemes fulfilling these purposes towards the Scheduled Tribes (STs) across the country may be seen at https://dst.gov.in/science-society-programmes.

(b) and (c): The details of projects sanctioned are as follows:.

I. The Department has extended support to the project “Technological Intervention in Promoting Composting and Kitchen Gardening for Safe and Sustainable Food Production in Tribal Villages of Aspiration Gadchiroli District, Maharashtra” at a total cost of ₹37,56,530/-, benefiting 280 tribal women farmers belonging to the Particularly Vulnerable Tribal Group (Maria Gond).

II. To strengthen the Science, Technology and Innovation (STI) ecosystem at the State/UT level, the Department of Science and Technology (DST) supports SandT Secretariats through State Science and Technology Councils, including the Rajiv Gandhi Science and Technology Commission (RGSTC), Maharashtra. RGSTC has

established the Science and Technology Resource Centre (STRC) in partnership with Gondwana University, Gadchiroli at the total cost of Rs.15,70,68,000/-. The centre implements science and technology-based interventions for underserved tribal communities in the Gadchiroli–Chimur Parliamentary Constituency. The Centre has implemented **11 structured programs** impacting **1,021 tribal households**.

STRC functions through five integrated programmatic verticals:

- **Aquaculture and Fisheries**
- **Bamboo-Based Livelihoods**
- **Forest-Based Livelihoods and Medicinal Plants**
- **Applicable RandD and Rural Technology Development**
- **Communication for Development (ICT and Education)**

Collectively, these verticals advance sustainable livelihoods, promote innovation, enable value addition and build community capacity, thereby promoting inclusive socio-economic development in tribal regions of Gadchiroli–Chimur.

(d) The Department supports competitive, merit-based research and innovation projects through its various schemes across the country including Gadchiroli–Chimur. Call for proposals for these are published on DST website and EPMS portal to invite the proposals under these schemes. Eligible institutions and researchers from the Gadchiroli–Chimur may seek and avail support under these, subject to the provisions of the relevant scheme and

selection through the prescribed merit based evaluation process. (Link for DST schemes-https://dst.gov.in/schemes-programmes)

FLOATING SOLAR PV PROJECTS IN WATER BODIES OF DELHI

504. SHRI MANOJ TIWARI

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

(a) whether the Government has identified suitable water bodies including reservoirs, lakes, ponds and drains in the National Capital Territory of Delhi for the development of Floating Solar Photovoltaic (FSPV) projects under the draft Floating Solar PV Potential Assessment Report prepared by the National Institute of Solar Energy (NISE);

(b) if so, the details of the water bodies identified in Delhi, their estimated floating solar generation potential and the present status of each proposed project including the pilot project at Bawana;

(c) whether the Government proposes to provide a single-window clearance mechanism for floating solar projects in Delhi involving agencies such as the Delhi Government, Delhi Jal Board, Irrigation and Flood Control Department and other authorities and if so, the details thereof; and

(d) the targets fixed for installation of floating solar capacity in Delhi by the year 2030 along with the financial assistance and implementation roadmap envisaged for the National Capital Territory?

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) As per the "Solar PV Potential of India – Floating Solar" report published by National Institute of Solar Energy in June 2026; India's floating solar potential is estimated to be 102.18 GWp. As per this assessment, no Floating Solar Photovoltaic (FSPV) potential has been identified in the National Capital Territory (NCT) of Delhi.

However, as per the inputs received from the Government of NCT of Delhi, Indraprastha Power Generation Co. Ltd (IPGCL), a power generating company of the Delhi government, has initiated the tendering process for a proposed floating solar power plant of around **2.904 MW** capacity on the raw water reservoir at Pragati Power Station–III, Bawana.

(c) As per the inputs received from the Government of NCT of Delhi, there is currently no specific proposal for single window clearance mechanism for floating solar projects in Delhi.

(d) As per the inputs received from the Government of NCT of Delhi, no such target has been fixed at present.

झुंझुनू लोक सभा निर्वाचन क्षेत्र में रेल ओवरब्रिजों/अण्डरब्रिजों का निर्माण

505. श्री राहुल कस्वां:

श्री बृजेन्द्र सिंह ओला:

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

(क) क्या सरकार ने सुरक्षा के दृष्टिकोण से देश में शेष बचे रेल समपारों का कोई राष्ट्रीय मूल्यांकन किया है, यदि हां, तो विशेषकर राजस्थान के झुंझुनू लोक सभा निर्वाचन क्षेत्र के

संबंध में तत्संबंधी ब्यौरा क्या है;

(ख) विगत तीन वर्षों के दौरान विशेषकर राजस्थान के उक्त लोक सभा निर्वाचन क्षेत्र सहित देशभर में स्वीकृत/निर्माणाधीन/पूर्ण हुए रेल ओवरब्रिजों (आरओबी) और रेल अण्डरब्रिजों (आरयूबी) का वर्ष-वार और राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;

(ग) क्या सरकार ने उक्त राज्य में अत्यधिक दुर्घटना संभावित और भारी यातायात संकुलन वाले स्थानों को प्राथमिकता देने के लिए कोई मानकीकृत प्रणाली विकसित की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या रेलवे और राज्य सरकार के बीच समन्वय को बेहतर बनाने के लिए किसी नई प्रणाली का विकास 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 (घ): भारतीय रेल पर समपारों के स्थान पर ऊपरी/निचले सड़क पुलों के कार्यों की स्वीकृति एक सतत् और गतिशील प्रक्रिया है। ऐसे कार्यों को प्राथमिकता दी जाती है और गाड़ी परिचालन में संरक्षा पर उनके प्रभाव, गाड़ियों की गतिशीलता एवं सड़क उपयोगकर्ताओं पर पड़ने वाले प्रभाव और व्यवहार्यता आदि के आधार पर शुरू किया जाता है।

2004-14 की तुलना में 2014-26 (मई, 2026 तक) की अवधि के दौरान भारतीय रेल पर निर्मित ऊपरी/निचले सड़क पुलों की संख्या निम्नानुसार है:

अवधि	निर्मित ऊपरी/निचले सड़क पुल
2004-14	4,148 अदद
2014-26 (मई, 26 तक)	14,451 अदद (राजस्थान राज्य में 1,612 अदद)

01.04.2026 की स्थिति के अनुसार, भारतीय रेल में बड़ी लाइन नेटवर्क पर 15,689 अदद

चौकीदार वाले समपार हैं। इनमें से 764 अदद चौकीदार वाले समपार राजस्थान राज्य में स्थित हैं, जिनमें से 16 अदद चौकीदार वाले समपार झुंझुनू लोकसभा निर्वाचन क्षेत्र के अंतर्गत आते हैं।

01.06.2026 की स्थिति के अनुसार, भारतीय रेल पर लगभग 1,17,492 करोड़ रुपए की लागत पर 4,993 अदद ऊपरी/निचले सड़क पुलों के कार्यों को स्वीकृत किए गए हैं, जिनमें से राजस्थान राज्य में लगभग 6,137 करोड़ रुपए की लागत पर 618 अदद ऊपरी/निचले सड़क पुलों के कार्य शामिल हैं।

झुंझुनू लोकसभा निर्वाचन क्षेत्र में, पिछले तीन वर्षों में 02 अदद ऊपरी/निचले सड़क पुलों का कार्य पूरा किया जा चुका है। इसके अलावा, लगभग 112 करोड़ रुपए की लागत पर 12 अदद ऊपरी/निचले सड़क पुलों कार्यों को स्वीकृत किया गया है, जो योजना और निष्पादन के विभिन्न चरणों में हैं। विवरण निम्नानुसार हैं:

क्र.सं.	**समपारों का विवरण**	**ऊपरी/निचले सड़क पुल**	**कार्य की लागत (लगभग करोड़ रुपए में)**	**टिप्पणियाँ**
1	सीकर-लोहारु रेलखंड पर कि.मी. 306/0-1 पर समपार-270	आरयूबी	2	सामान्य व्यवस्था आरेख तैयार करने के लिए साइट की व्यवहार्यता जांच शुरू की गई है।
2	सीकर-लोहारु रेलखंड पर कि.मी. 337/7-8 पर समपार-294	आरयूबी	2	सामान्य व्यवस्था आरेख तैयार करने के लिए साइट की व्यवहार्यता जांच शुरू की गई है।

3	सीकर-लोहारु रेलखंड पर कि.मी. 344/6-7 पर समपार-303	आरयूबी	2	सामान्य व्यवस्था आरेख तैयार करने के लिए साइट की व्यवहार्यता जांच शुरू की गई है।
4	सीकर-लोहारु रेलखंड पर कि.मी. 270/6-7 पर समपार-231	आरयूबी	2	सामान्य व्यवस्था आरेख तैयार करने के लिए साइट की व्यवहार्यता जांच शुरू की गई है।
5	सीकर-लोहारु रेलखंड पर कि.मी. 276/2-3 पर समपार-237	आरयूबी	2	सामान्य व्यवस्था आरेख तैयार करने के लिए साइट की व्यवहार्यता जांच शुरू की गई है।
6	सीकर-लोहारु रेलखंड पर कि.मी. 278/7-8 पर समपार-240	आरयूबी	2	सामान्य व्यवस्था आरेख तैयार करने के लिए साइट की व्यवहार्यता जांच शुरू की गई है।
7	सीकर-लोहारु रेलखंड पर कि.मी. 279/9-280/0 पर समपार-241	आरयूबी	2	सामान्य व्यवस्था आरेख तैयार करने के लिए साइट की व्यवहार्यता जांच शुरू की गई है।
8	सीकर-लोहारु रेलखंड पर कि.मी. 304/1-2 पर	आरयूबी	2	सामान्य व्यवस्था आरेख तैयार करने के लिए साइट की

	समपार-268			व्यवहार्यता जांच शुरू की गई है।
9	सीकर-लोहारु रेलखंड पर कि.मी. 325/4-5 पर समपार-288	आरयूबी	2	सामान्य व्यवस्था आरेख तैयार करने के लिए साइट की व्यवहार्यता जांच शुरू की गई है।
10	सीकर-लोहारु रेलखंड पर कि.मी. 331/9-332/0 पर समपार-292	आरयूबी	2	सामान्य व्यवस्था आरेख तैयार करने के लिए साइट की व्यवहार्यता जांच शुरू की गई है।
11	सीकर-लोहारु रेलखंड पर कि.मी. 301/1-2 पर समपार-265	आरओबी	49	निर्माण कार्य शुरू कर दिया गया है।
12	सीकर-लोहारु रेलखंड पर कि.मी. 304/5-6 पर समपार-269	आरओबी	43	सामान्य व्यवस्था आरेख संबंधी कार्य शुरू कर दिया गया है।

प्रत्येक समपार की रेलगाड़ी वाहन इकाई, गाड़ी परिचालन पर समपार के प्रभाव, तकनीकी व्यवहार्यता और स्थानीय संदर्भ में समपार के महत्व के आधार पर ऊपरी/निचले सड़क पुलों के कार्यों की स्वीकृति को प्राथमिकता दी जाती है। इन कार्यों को उनकी प्राथमिकता, व्यवहार्यता और निधि की उपलब्धता के आधार पर चरणों में शुरू किया जाता है।

ऊपरी/निचले सड़क पुल संबंधी कार्यों का पूरा होना और चालू होना समपारों को समाप्त करने के सहमति प्रदान करने हेतु राज्य सरकारों से सहयोग, पहुँच संरेखण का निर्धारण, सामान्य

व्यवस्था आरेख का अनुमोदन, भूमि अधिग्रहण, अतिक्रमण हटाना, अतिलंघी साधनों का स्थानांतरण, विभिन्न प्राधिकरणों से सांविधिक स्वीकृति, परियोजना क्षेत्र/कार्य क्षेत्र में कानून व्यवस्था, जलवायु परिस्थितियों के कारण विशिष्ट परियोजना/क्षेत्र के लिए वर्ष में कार्य के अनुकूल अवधि आदि जैसे विभिन्न कारकों पर निर्भर करता है। ये सभी कारक परियोजनाओं/निर्माण कार्यों के पूरा होने के समय को प्रभावित करते हैं।

RECRUITMENT AND STATUS OF VACANCIES IN RAILWAYS

506. SHRI S VENKATESAN:

SHRI NAGESH BAPURAO AASHTIKAR PATIL:

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

(a) whether the Government has undertaken any major recruitment drives in the Railways during the last three years;

(b) if so, the details of vacancies notified, filled and pending, year and category-wise;

(c) whether there has been any delay in conducting Railway Recruitment Board (RRB) examinations;

(d) if so, the reasons therefor and the steps taken to expedite recruitment and ensure timely filling up of posts;

(e) the number of vacancies category and zone-wise; and

(f) the proposed recruitment plan for the current year to fill up the vacancies in each zone?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION

TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (f): 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 2026-2027 (upto 30.06.2026)	5.56 lakh

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 1,61,889 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 and Metallurgical Assistant (CMA), Paramedical Categories, Non-Technical Popular Categories (Graduate), Non-Technical Popular Categories (Under-Graduate), Ministerial and Isolated Categories and Level-1 categories such as Assistants, Track Maintainers and Pointsman.

First stage/Single stage Computer Based Tests (CBTs) for 92116 posts have been completed. Details are as under:-

Exam	Candidates	Cities	Languages
1st Stage CBT for the post of ALP (18,799 vacancies)	18,40,347	156	15
CBT for the post of Technician	26,99,892	139	15

(14,298 vacancies)			
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 and Isolated categories (1,036 vacancies)	4,46,013	139	15
CBT for Level-1 posts (32438	1,08,28,261	152	15

vacancies)			
Total Candidates	**3,58,59,270**		

2nd stage CBTs for the posts of ALP, JE/DMS/CMA and Non-Technical Popular Categories (Graduate and 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) (3445 vacancies)	51,978	79	15
Total Candidates	**5,57,611**		

Computer Based Aptitude Test (CBAT) for the posts of ALP and Non-Technical Popular Categories (Graduate) and Computer Based Skill Tests for the posts of Non-Technical Popular Categories (Graduate and Under Graduate) and Ministerial and Isolated Categories have also been completed.

Details are as under:

Exam	Candidates	Cities	Languages
CBAT for the post of ALP	1,32,044	84	2
Translation Test for Ministerial and Isolated Categories	1,233	8	2
CBAT for the post of Non-Technical Popular Categories (Graduate)	13,616	38	2
Computer Based Typing Skill Test(CBTST) for the posts of Non-Technical Popular Categories (Graduate)	30,341	58	2
CBTST for the post of Non-Technical Popular Categories(Under Graduate)	13,145	44	2
Total Candidates	**1,90,379**		

During 2026-2027 (upto 30.06.2026) panels for more than 3,300 candidates for various posts including the posts of Technicians, Junior Engineers, Paramedical Categories, Ministerial and Isolated categories and Assistant Loco Pilots have been finalised. Majority of them are in safety categories.

In addition, as per Annual Calendar for the year 2025, nine Centralized Employment Notifications (CENs) for 51970 vacancies have also been issued. Details are as under:-

CEN No.	Post Name	No. of Vacancies notified	Month of Notification
01/2025	Assistant Loco Pilots	10,970	March-2025
02/2025	Technician	6,238	June-2025
03/2025	Paramedical Categories	434	July-2025
04/2025	Section Controller	368	August-2025
05/2025	Junior Engineers (JEs)/ Depot Material Superintendent (DMS)/ Chemical and Metallurgical Assistant (CMA)	2,585	October-2025
06/2025	Non-Technical Popular Categories (Graduate)	5,810	October-2025
07/2025	Non-Technical Popular Categories (Under-Graduate)	3,058	October-2025
08/2025	Isolated Categories	312	December-2025
09/2025	Level-1 posts	22,195	December-2025
Total		**51,970**	

First stage/Single stage Computer Based Tests (CBTs) for 29,775 posts have been completed. Details are as under:-

Exam	Candidates	Cities	Languages
CBT for the post of Section Controller (368 vacancies)	4,33,748	131	15
1st Stage CBT for the post of ALP (10970 vacancies)	10,03,719	141	15
1st Stage CBT for the post of JE/DMS/CMA (2585 vacancies)	5,74,351	133	15
CBT for the post of Technician (6238 vacancies)	8,41,525	117	15
CBT for Paramedical Categories (434 vacancies)	3,19,396	106	15
1st Stage CBT for Non-Technical Popular Categories (Graduate) (5810 vacancies)	25,89,851	142	15
1st Stage CBT for Non-Technical Popular Categories (Under Graduate) (3058 vacancies)	32,95,980	142	15
CBT for Isolated categories (312 vacancies)	37,774	34	15
Total Candidates	**90,96,344**		

2nd stage CBTs for the posts of JE/DMS/CMA and Non-Technical Popular Categories (Graduate) have also been completed. Details are as under:

Exam	Candidates	Cities	Languages
2nd Stage CBT for the post of JE/DMS/CMA (2585 vacancies)	39,034	90	15
2nd Stage CBT for Non-Technical Popular Categories (Graduate) (5810 vacancies)	87,317	98	15
Total Candidates	**1,26,351**		

Computer Based Aptitude Test (CBAT) for the posts of Section Controller has also been completed. Details are as under:

Exam	Candidates	Cities	Languages
CBAT for the post of Section Controller (368 vacancies)	2,989	24	2

Further, as per Annual Calendar for the year 2026, three Centralized Employment Notifications (CENs) for 17,803 vacancies have been issued. Details are as under:

CEN No.	Post Name	No. of Vacancies notified	Month of Notification
01/2026	Assistant Loco Pilots	11,127	March-2026
02/2026	Technician	6,557	May-2026
03/2026	Section Controller	119	June-2026

AGRIPHOTOVOLTAIC PROJECTS IN ANDHRA PRADESH

507. SHRI TANGELLA UDAY SRINIVAS

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

(a) the current status of implementation of the Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyaan (PM-KUSUM) in Andhra Pradesh including the number of solar pumps installed, farmers benefitted and funds utilised, year and district-wise particularly in Kakinada;

(b) the number of Agriphotovoltaic projects sanctioned in coastal Andhra Pradesh, the agricultural land covered and the average income enhancement per acre reported in any assessment;

(c) whether the Government has assessed the potential of offshore wind energy in the Bay of Bengal coastal zone adjacent to Kakinada and if so, the details of findings and proposed action thereof; and

(d) the steps taken by the Government to promote rooftop solar adoption among small traders, fishermen households and youth entrepreneurs in Kakinada district under the Pradhan Mantri Surya Ghar Muft Bijli Yojana (PM-

SGMBY)?

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

(a) PM-KUSUM is a demand driven scheme. The capacities are allocated based on demand received from the States/UTs. Based on the demand received from the state, a total of 2,93,587 pumps are allocated under Component C (Feeder Level Solarization). However, no progress has been reported by the state so far.

There is no demand received from the State of Andhra Pradesh for standalone solar pumps under Component B of the PM KUSUM scheme.

(b) Component A of the PM KUSUM scheme allows for setting up of decentralized ground mounted grid connected solar power plants in stilt fashion (also known as Agrivoltaics) by farmers on their land. There is no demand received from the State of Andhra Pradesh for installation of decentralized plants under Component A of the scheme.

(c) No specific assessment/study has been carried out in the Bay of Bengal coastal zone adjacent to Kakinada for offshore wind potential.

(d) To promote rooftop solar adoption among all, including small traders, fishermen households and youth entrepreneurs, the Ministry has taken various steps, which inter-alia includes:

- 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.

- Online process from application to disbursal of subsidy directly into the bank account of the residential consumer through National Portal.
- Availability of collateral free loan from nationalized banks at concessional interest rate of repo-rate plus 50 bps i.e. 5.75% per annum for the present, with tenure of 10 years.
- 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.
- Capacity building and training programmes are being conducted for creating skilled manpower.
- Established a grievance redressal mechanism for the timely resolution of grievances. A Call Centre with telephone number 15555 is operational in 12 languages.

KISAN RAIL CIRCUITS FOR ANDHRA PRADESH

508. SHRI KESINENI SIVANATH:

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

(a) the number of consultations held by the Government during the last two

years with State Governments to identify potential Kisan Rail circuits, particularly for Andhra Pradesh;

(b) the number of potential Kisan Rail circuits identified through such consultations along with their route alignments and commodities proposed for transportation, State/UT-wise;

(c) whether the Government has conducted any operational and financial feasibility studies for the identified circuits, if so, the details thereof and if not, the reasons therefor; and

(d) whether any Detailed Project Reports (DPRs) are being prepared for the proposed Kisan Rail circuits, if so, the details thereof and if not, the reasons therefor, State/UT-wise?

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

(a) to (d): Kisan Rail trains have been introduced by Indian Railways – to move perishables including fruits and vegetables from production or surplus regions to consumption or deficient regions. Since its launch in August 2020, a total of 2,364 Kisan Rail services have operated on 167 routes across various states including 116 outward services from Andhra Pradesh.

Potential circuits of Kisan Rail are identified in consultation with Ministry of Agriculture and Farmers Welfare and Agriculture/Animal Husbandry/Fisheries Departments of State Governments as well as local bodies and agencies, Mandis etc., and services at applicable tariff are planned on the basis of

demands placed and the operational feasibility.

Besides, Business Development Units functional at all Railway Divisions are engaging with various stakeholders to assess the business requirement including transportation of perishables which can also be seasonal and need based. In the recent past, consultations were held by Railway Authorities with Government of Andhra Pradesh, officials of CONCOR and with District Administration of Ananthapuram for transportation of bananas from Tadipatri to Jawaharlal Nehru Port Trust (JNPT).

Further, steps have been taken to promote transportation of agricultural produce, especially food grain in containers, which is a safe and efficient intermodal mean of transport. To facilitate transportation of food grain, flour and pulses in container, a per-kilometer based pricing system (instead of commodity class and distance slab based freight system) has been recently adopted.

UPGRADE POSTAL FACILITIES

509. SHRIMATI DAGGUBATI PURANDESWARI:

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

(a) whether the Government has implemented systematic measures to modernize branch post offices and enhance digital banking access within the Rajahmundry Parliamentary Constituency;

(b) if so, the total number of rural post offices successfully equipped with micro-ATMs and biometric devices under the India Post Payments Bank

framework during 2025-26;

(c) whether these upgraded postal facilities have effectively streamlined the disbursement of central welfare pensions to senior citizens residing in the local villages;

(d) the details of the financial allocations provided to upgrade the physical infrastructure and digital connectivity of these post offices in the Godavari districts; and

(e) the future steps planned to provide specialized training to local postmasters to assist rural citizens in utilizing digital financial services securely?

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 Posts has deployed mobile devices, equipped with DREAM (Digital Rural Enterprise Application for Mobile) App across Branch Post Offices within Rajahmundry Parliamentary Constituency, comprising Rajahmundry, Kakinada and Tadepalligudem Divisions, through a Unified Digital Platform for delivery of postal, banking, insurance and other citizen centric services. Besides, these Branch Post Offices are also equipped with biometric devices to enable e-KYC based digital transactions for the customers.

(b) Department of Posts has set up the India Post Payments Bank (IPPB), to provide IPPB Banking services at the last mile. Total 249 number of rural post offices within Rajahmundry Parliament Constituency have been equipped with micro-ATMs and biometric devices.

(c) Central welfare pensions received in bank accounts, are being paid to senior citizens residing in local villages by post offices, through Aadhaar Enabled Payment System at their door step through IPPB framework.

(d) Total financial allocation of ₹82,82,999/- has been spent towards upgradation of the physical infrastructure and digital infrastructure of post offices of East Godavari district in Rajahmundry Parliamentary constituency during 2025-26. This includes expenditure of ₹37,00,732/- and ₹45,82,267/- for upgradation of physical and digital infrastructure of these post offices respectively. Besides, Department of Posts incurs expenditure centrally for providing digital connectivity across all its post offices.

(e) Department of Posts regularly provides structured training to equip the post offices in providing digital financial services. Details are as follows: -

(i) Dedicated learning modules on digital financial literacy, secure digital transactions, cyber security and IPPB services are made available on the Dak Karmayogi Portal and iGOT Karmayogi platforms.

(ii) Training modules and User Manuals are shared with the post offices periodically to enhance digital penetration on POSB services by customer onboarding for Mobile Banking and Internet Banking services and encouraging e-KYC based transactions.

(iii) Regular training sessions, including Refresher Trainings covering certifications, are organized by IPPB equipping the post offices with updated knowledge of banking products, processes, compliance requirements, fraud prevention measures and customer service practices.

इलेक्ट्रॉनिकी विनिर्माण में वृद्धि

510. डॉ. मन्ना लाल रावतः

क्या **इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री** यह बताने की कृपा करेंगे किः

(क) वर्ष 2014 से 2026 तक देश में इलेक्ट्रॉनिकी विनिर्माण के क्षेत्र में हुई वृद्धि का ब्यौरा क्या है;

(ख) उक्त अवधि के दौरान हुए उत्पादन का वर्ष-वार और उत्पाद-वार ब्यौरा क्या है;

(ग) उक्त अवधि के दौरान इलेक्ट्रॉनिक वस्तुओं के निर्यात में हुई वृद्धि का ब्यौरा क्या है;

(घ) तत्संबंधी निर्यात का वर्ष-वार और उत्पाद-वार ब्यौरा क्या है और इसके साथ ही उन देशों का ब्यौरा क्या है जिन्हें भारत से इलेक्ट्रॉनिक वस्तुओं का अधिकतम निर्यात किया गया है;

(ङ) क्या सरकार ने इस बात का आकलन किया है कि इलेक्ट्रॉनिकी विनिर्माण और निर्यात में हुई वृद्धि से रोजगार सृजन को बढ़ावा मिला है; और

(च) यदि हां, तो वर्ष 2014 से 2026 तक सृजित प्रत्यक्ष और अप्रत्यक्ष रोजगार के अवसरों का ब्यौरा क्या है और सरकार द्वारा इस क्षेत्र में रोजगार के अवसरों को बढ़ाने के लिए क्या कदम उठाए जा रहे हैं?

वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय में राज्य मंत्री (श्री जितिन प्रसाद):

(क) से (च): **<u>भारत की इलेक्ट्रॉनिक्स विनिर्माण रणनीति:</u>**

माननीय प्रधानमंत्री के मेक इन इंडिया और आत्मनिर्भर भारत के दृष्टिकोण से प्रेरित, भारत सरकार ने इलेक्ट्रॉनिक्स विनिर्माण का एक संपूर्ण पारिस्थितिकी तंत्र विकसित करने के लिए कई नीतिगत पहल की हैं।

सरकार ने भारत के इलेक्ट्रॉनिक विनिर्माण पारिस्थितिकी तंत्र को विकसित करने के लिए एक सुविचारित रणनीति अपनाई - जिसकी शुरुआत तैयार उत्पादों के निर्माण से हुई, इसके बाद उप-

संयोजन, घटकों और अंततः मशीनरी और उपकरण शामिल हुए। साथ ही, सरकार ने इलेक्ट्रॉनिक्स विनिर्माण को समर्थन देने के लिए आवश्यक बुनियादी ढांचे के निर्माण पर ध्यान केंद्रित किया।

इन पहलों के परिणामस्वरूप, पिछले 12 वर्षों में भारत में इलेक्ट्रॉनिक्स विनिर्माण का काफी विस्तार हुआ है, जिसे निम्नलिखित आंकड़ों से देखा जा सकता है:

#	2014-15	2025-26	टिप्पणियां
इलेक्ट्रॉनिक्स वस्तुओं का उत्पादन (₹)	~1.9 लाख करोड़	~13.11 लाख करोड़	7 गुना बढ़ा
इलेक्ट्रॉनिक्स वस्तुओं का निर्यात (₹)	~38 हजार करोड़	~4.24 लाख करोड़	11 गुना बढ़ा
मोबाइल फोन का उत्पादन (₹)	~18 हजार करोड़	~6.27 लाख करोड़	33 गुना बढ़ा
मोबाइल फोन का निर्यात (₹)	~15 सौ करोड़	~ 2.59 लाख करोड़	165 गुना बढ़ा

- भारत अब एक ऐसे मुकाम पर पहुंच गया है जहां भारत में इस्तेमाल होने वाले 99.2% मोबाइल फोन भारत में बने हैं।
- भारत आज वॉल्यूम के मामले में दूसरा सबसे बड़ा मोबाइल निर्माता है।
- देश 2014 में मोबाइल फोन के शुद्ध आयातक से शुद्ध निर्यातक बन गया है।
- स्मार्टफोन, जो 2014 में शीर्ष 100 निर्यात की जाने वाली वस्तुओं में शामिल नहीं था, अब

पेट्रोलियम, रत्न और आभूषणों को पीछे छोड़ते हुए वित्त वर्ष 2025-26 में भारत की शीर्ष निर्यात की जाने वाली व्यक्तिगत वस्तु के रूप में उभरा है।

- भारत से इलेक्ट्रॉनिक्स निर्यात में स्मार्टफोन, फोटोवोल्टिक मॉड्यूल, पर्सनल कंप्यूटर और पॉप्युलेटेड लोडेड प्रिंटेड सर्किट बोर्ड (पीसीबी) शामिल हैं। शीर्ष पांच निर्यात गंतव्य संयुक्त राज्य अमेरिका, संयुक्त अरब अमीरात, चीन, नीदरलैंड और हांगकांग हैं।
- आज भारत का इलेक्ट्रॉनिक्स विनिर्माण क्षेत्र ~25 लाख नौकरियों (प्रत्यक्ष और अप्रत्यक्ष) का समर्थन करता है, जो औद्योगिक रोजगार के अवसर पैदा करने में इस क्षेत्र की बढ़ती भूमिका को दर्शाता है।
- अकेले मोबाइल विनिर्माण पारिस्थितिकी तंत्र वर्तमान में मूल्य श्रृंखला में लगभग 12 लाख लोगों (प्रत्यक्ष और प्रत्यक्ष दोनों) को रोजगार देता है।
- इलेक्ट्रॉनिक्स विनिर्माण क्षेत्र लिंग-समावेशी औद्योगिक विकास के लिए एक महत्वपूर्ण क्षेत्र के रूप में उभरा है, जिसमें कुछ उच्च-सटीक मोबाइल फोन निर्माण खंड महिला कार्यबल के रूप में कुल कार्यबल के लगभग 70 प्रतिशत को रोजगार देता है।

<u>इलेक्ट्रॉनिक्स विनिर्माण को बढ़ावा देने वाली सरकारी पहल:</u>

यह वृद्धि इलेक्ट्रॉनिक सामानों, अर्धचालकों, घटकों और हार्डवेयर के घरेलू उत्पादन को बढ़ावा देने के लिए पिछले 12 वर्षों में सरकार द्वारा किए गए विभिन्न उपायों के कारण संभव हुई है। कुछ प्रमुख पहलों में शामिल हैं:

- बड़े पैमाने पर इलेक्ट्रॉनिक्स विनिर्माण के लिए पीएलआई योजना
- आईटी हार्डवेयर के लिए पीएलआई योजना 2.0
- संशोधित इलेक्ट्रॉनिक्स विनिर्माण क्लस्टर (ईएमसी 2.0) योजना
- इलेक्ट्रॉनिक घटकों और अर्धचालकों के विनिर्माण को बढ़ावा देने के लिए योजना (एसपीईसीएस)

- भारत में सेमीकंडक्टर और डिस्प्ले मैन्युफैक्चरिंग इकोसिस्टम के विकास के लिए संशोधित कार्यक्रम।
- इलेक्ट्रॉनिक्स घटक विनिर्माण योजना (ईसीएमएस)
- भारत में निर्मित वस्तुओं के उपयोग को बढ़ावा देने के लिए सार्वजनिक खरीद (मेक इन इंडिया को वरीयता) आदेश।
- इस क्षेत्र में 100% एफडीआई की अनुमति

सेमीकॉन 2.0:

सेमीकॉन इंडिया 1.0 की सफलता के आधार पर, केंद्रीय मंत्रिमंडल ने 15 जुलाई 2026 को सेमीकॉन 2.0 को मंजूरी दी।

कार्यक्रम का कुल परिव्यय 1,27,500 करोड़ रुपये है।

सेमीकंडक्टर फैब्रिकेशन यूनिट्स (फैब), उन्नत पैकेजिंग, सामग्री और गैसों, सेमीकंडक्टर निर्माण के लिए आवश्यक उपकरण आदि के विस्तार पर ध्यान केंद्रित किया गया है। डिजाइन इकोसिस्टम और प्रतिभा विकास को मजबूत करने पर विशेष ध्यान दिया जा रहा है।

मोबाइल फोन निर्माण योजना (एमपीएमएस):

केंद्रीय मंत्रिमंडल ने 15 जुलाई 2026 को मोबाइल फोन विनिर्माण में उत्पादन को और बढ़ाने और घरेलू मूल्यवर्धन को गहरा करने के लिए मोबाइल फोन निर्माण योजना (एमपीएमएस) को मंजूरी दी। एमपीएमएस योजना का उद्देश्य तकनीकी संप्रभुता प्राप्त करने, बड़े आर्थिक मूल्य हासिल करने और डिजाइन और अनुसंधान एवं विकास में भारतीय पेटेंट बनाने के लिए भारतीय ब्रांडों का निर्माण करना भी है।

SUPPORT FOR FABLESS AND EMBEDDED-SYSTEM START-UPS

511. CAPTAIN BRIJESH CHOWTA:

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

(a) whether the Government has reviewed support for fabless and embedded-system start-ups and the programme coverage and participation from Karnataka including coastal Karnataka;

(b) if so, the details of applications, beneficiaries, institutions, funds, compute or platform use and outcomes thereof;

(c) the details of access, language, infrastructure, interoperability, skill or grievance gaps;

and

(d) the details of expansion and implementation roadmap with measurable regional targets?

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): **Semiconductor industry:**

Semiconductor is a foundational industry. Semiconductor chips are now integral part of the electronic goods such as mobile phones, computers, household appliances, vehicles, railway equipment, drones, aeroplanes, etc.

India's semiconductor policy:

Successive Governments in India made multiple efforts since 1960s to set up semiconductor industry. However, these efforts did not materialise.

Semicon India program:

In 2022, Government launched Semicon India program. It was based on Prime Minister Narendra Modi's vision of Atmanirbhar Bharat and Make in India. Clear policy proposals and steadfast execution of the Semicon India program have given historic success.

Chip design is one of the most important parts of the semiconductor value chain. Recognising the potential of Indian chip engineers, the Government has undertaken several initiatives to strengthen the fabless semiconductor and embedded-system start-up ecosystem under the Semicon India Programme and other pan-India initiatives.

These initiatives include following support extended to the State of Karnataka:

(i) The **Design Linked Incentive (DLI) Scheme** has been launched as part of Semicon India Programme to support domestic companies, startups and Micro, Small and Medium Enterprises (MSMEs) engaged in fabless and embedded-system design activities to develop semiconductor chips.

24 projects have been approved for financial support to develop semiconductor chips. In addition, 105 fabless chip design companies have been provided centralized access to advanced Electronic Design Automation (EDA) tools.

(ii) The **Chips to Start-up (C2S) Programme** has been initiated for capacity

building across the country to address the talent and design infrastructure requirements in fabless and embedded system design.

The Programme aims to generate 85,000 industry-ready manpower at B.Tech., M.Tech. and Ph.D. levels across the country. So far, access to advanced EDA tools has been provided to 320 academic institutions, resulting into 175 design tapeouts at SCL Mohali and generation of 68,000 number of trained manpower.

In the State of Karnataka:

(i) The **ChipIN Centre** has been established at C-DAC, Bengaluru as a centralized national facility to strengthen the fabless and embedded-system design ecosystem under C2S Programme and DLI Scheme.

The Centre provides pan-India access to design infrastructure such as advanced EDA tools, Intellectual Property (IP) cores, hardware emulation, Field Programmable Gate Array (FPGA)-based prototyping, PARAM Utkarsh Supercomputer and regular trainings.

The Centre also facilitates and provides financial support for post-design activities such as Multi-Project Wafer (MPW) fabrication, packaging, post-silicon validation and characterization through domestic and overseas foundry partners. The other details of support at ChipIN Centre are available at https://c2s.gov.in/chipin.jsp

(ii) 80 organizations, comprising 51 startups and 29 academic institutions, have been provided access to advanced EDA tools and regular design trainings. This has enabled training of more than 8,500 engineers and

students and cumulative utilization of more than 75 lakh EDA tool-hours.

(iii) 24 organizations, comprising 16 startups and 8 academic institutions, have been supported for implementation of semiconductor design projects with more than ₹200 crore of committed support from MeitY. These projects encompass fabless and embedded-system design activities.

(iv) 39 chip designs from 6 academic institutions have been taped out through SCL, Mohali (180 nm), while 5 chip designs from startups have been taped out through various foundries, including advanced technology nodes such as 12 nm at TSMC.

Continuous feedback from participating organizations is leveraged to further strengthen support for fabless and embedded-system design startups by improving access to design infrastructure, technical support and skill development.

To address these challenges and build on the successful implementation of the first phase, the Union Cabinet has approved the next phase of the Programme (**"Semicon 2.0"**) on 15.07.2026 with a fiscal outlay of ₹1,27,500 crore.

Semicon 2.0 adopts a holistic approach to strengthen the entire semiconductor value chain and shall further accelerate the development of a robust and resilient semiconductor ecosystem in the country. The programme focuses on six strategic pillars: Design; Machines and Materials; Setting up more Fabs; Strengthening the ATMP/OSAT Industry; Research and Development (RandD); and Talent Development.

To facilitate the design of complex semiconductor chips, the programme

provides enhanced capital support for startups and MSMEs, along with introduction of fiscal support for domestic companies other than startups and MSMEs. It also enables the participation of companies owned and controlled by Overseas Citizens of India (OCIs), in order to leverage their global expertise and experience to strengthen India's semiconductor ecosystem.

INDIA'S RAINFALL DEFICIT

512. SHRI V K SREEKANDAN:

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

(a) whether it is a fact that according to India Meteorological Department, India’s rainfall deficit at 35% as monsoon progress stalls and if so, the details thereof;

(b) whether it is also a fact that the shortfall in rainfall is concentrated in the regions the monsoon has failed to cover and if so, the details thereof;

(c) whether it is also a fact that central India faces 63% deficit as monsoon’s first round loses momentum and if so, the details thereof; and

(d) whether it is a fact that forecasters globally have warned be a Super El Nino year 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) No. The India Meteorological Department (IMD), under the Ministry of Earth Sciences (MoES), has not reported a 35% rainfall deficit for the country as a whole. Rainfall across the country is monitored daily, weekly, monthly, and seasonally. Any rainfall deficit is assessed for the corresponding period and region based on the Long Period Average (LPA). The rainfall status varies spatially and temporally during the progress of the Southwest Monsoon season, and temporary deficits over certain regions or during specific periods may occur due to the intra-seasonal variability of the monsoon. Up to 30 June 2026, the cumulative All India Southwest Monsoon rainfall was 40% below the LPA. As of 14 July 2026, the cumulative All India Southwest Monsoon rainfall was 21% below the LPA.

(b) No. The rainfall deficit is not confined to regions where the monsoon has not advanced; it has also been observed in areas where it has already advanced. During the period from 1 June to 14 July 2026, 19 out of the 36 meteorological subdivisions across the country received deficient rainfall.

(c) No. By the end of June 2026, Central India recorded a rainfall deficiency of 50% of the LPA. Subsequently, the region received substantial rainfall from 30 June to 8 July 2026, significantly reducing the rainfall deficiency. As of 14 July 2026, the cumulative rainfall deficiency over Central India has reduced and stands at 11% below the LPA.

(d) No. IMD, along with other international climate prediction centers, has predicted the development of El Nino conditions during the 2026 southwest

monsoon season. During June 2026, El Nino conditions remained weak. It is likely to be weak to moderate during July and moderate during August, and become moderate to strong by the end of September. There is no officially defined category known as a "Super El Nino". Operationally, El Nino events are generally classified as weak, moderate, or strong based on the magnitude of sea surface temperature anomalies over the equatorial central Pacific Ocean.

COMMERCIALISATION AND TRANSFER OF GOVERNMENT-DEVELOPED TECHNOLOGIES

513. SUSHRI KANGNA RANAUT:

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

(a) whether any institutional or national framework has been established in the country for the commercialisation of technologies developed by the Government laboratories and research institutions and if so, the details thereof;

(b) the details of the Technology Transfer Offices (TTOs), incubation centres, licensing mechanisms and public-private-partnership arrangements;

(c) the number of cases of transfer, in licensing or commercial use of developed technologies during the last three years, institution-wise; and

(d) the number of startups generated, royalty income earned, licenses issued and the details of investment attraction and employment generation resulting from the commercialisation of these technologies and whether the same has been assessed 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 Government has established several institutional and national frameworks for commercialising technologies developed by government laboratories and research institutions. National Research Development Corporation (NRDC), under the Department of Scientific and Industrial Research, is the principal institutional vehicle for licensing, technology transfer, industry partnerships and startup support. NRDC has licensed technologies to over 5,100 entrepreneurs and assisted in filing more than 2,100 Intellectual Properties (IPs), besides supporting patenting, feasibility studies, prototyping, pilot plants, and export of technologies to other countries. The Council of Scientific and Industrial Research (CSIR)’s guidelines for Technology Transfer and Utilisation of Knowledgebase are used in commercialisation across its constituent laboratories. The Department of Biotechnology’s (DBT) notification of the IP Guidelines 2023 provides a framework for commercialization of technologies developed by its research institutions. The IP is owned completely by the institutions and licensed through the institutional IP mechanisms, both through exclusive and non-exclusive mechanisms as per

the guidance of the institutional IP committees.

In addition, institutional mechanisms such as CSIR's Business Development Groups (BDGs), incubation centres, Technical Research Centres (TRCs) help in establishing collaborations between research institutions, investors and industry for commercialisation of technologies. The Technology Development Board (TDB) at the Department of Science and Technology has been providing equity or other modes of financial assistance for commercialisation of indigenous technologies.

(b) The Biotechnology Industrial Research Assistance Council (BIRAC), under DBT, has set up nationwide network of seven Technology Transfer Offices (TTOs) under the National Biopharma Mission to strengthen academia-industry linkages and IP/technology-transfer management. BIRAC has also established 94 biotechnology incubation/pre-incubation centres across 25 States/UTs. The NRDC has operationalised outreach centres at Pune, Guwahati and Bhubaneswar for technology transfer and IP-filing support. The incubation centres supported by the government have been offering mentorship, subsidised testing and fabrication facilities, equity-linked funding and TRL assessment. Incubation Centre of NRDC plays a pivotal role in empowering startups by offering comprehensive guidance and fostering growth. The DST has set up 22 Technology Enabling Centres (TECs) to network researchers with institutions, laboratories and industry. In addition, incubation centres have been set up at a few IITs.

(c) and (d): CSIR labs and autonomous institutions under DST and DBT have developed several technologies in the areas of new materials, energy, healthcare, medical sciences, agrotech etc. and shared them with industries. Technologies developed, licensed, transferred and commercialised through CSIR, DBT and DST laboratories/institutions during the last three years are as under:

Organization	Year	No. of Technologies Licensed / Developed	No. of Technologies Commercialized / Transferred
CSIR	2025	233	249
	2024	181	144
	2023	293	59
DBT	2025	24	12
	2024	71	6
	2023	25	0
DST	2025	63	19
	2024	62	12
	2023	60	5

During the last three years, the CSIR facilitated creation of 148 startups through technology licensing, generating Rs. 142.67 lakh in royalty/premia income, attracting Rs. 246.60 lakh in investment, and creating employment for approximately 7,200 personnel. Similarly, DBT's autonomous institutes

facilitated creation of 34 startups in biomanufacturing, healthcare, agritech and medical devices/diagnostics. The NRDC also supported 13 startups under the Technology Development, Validation and Commercialisation (TDVC) programme.

Licences issued and income generated by NRDC over the last three years are given below:

Year	2023-24	2024-25	2025-26
License Issued (Nos.)/ Technologies commercialized	42	36	28
Upfront charges (Premia) from Licensing of technologies	Rs. 104.71 lakh	Rs. 230.21 lakh	Rs. 123.85 lakh
Royalty income	Rs. 324.11 lakh	Rs. 81.60 lakh	Rs. 93.20 lakh

The office of the Principal Scientific Advisor, Government of India has conducted two rounds of performance evaluation in 2022 and 2025 of centrally funded RandD organisations in non-strategic sectors. The evaluation assessed, IP creation and technology transfer as the Innovation Excellence Indicators for public funded research and development (R&D) organizations.

कोयला परियोजनाओं से जिला खनिज फाउंडेशन (डीएमएफ) निधि का संग्रह

514. श्री विष्णु दयाल राम :

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

(क) विगत तीन वर्षों के दौरान देश में कोयला उत्पादन की स्थिति क्या है;

(ख) झारखंड में संचालित कोयला परियोजनाओं से जिला खनिज फाउंडेशन के तहत कितनी राशि एकत्र की गयी है और कितनी राशि का उपयोग किया गया है;

(ग) सरकार द्वारा कोयला खनन क्षेत्रों में पुनर्वास, पर्यावरण संरक्षण और स्थानीय रोजगार के प्रबंधन के लिए क्या कदम उठाए गए हैं; और

(घ) क्या सरकार पलामू और गढ़वा के कोयला खनन क्षेत्रों में निधि के प्रभावी उपयोग को सुनिश्चित करने के लिए एक विशेष निगरानी प्रणाली स्थापित करने पर विचार कर रही है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) : पिछले तीन वर्षों के दौरान देश में उत्पादित कोयले की मात्रा नीचे दी गई है:

[आंकड़े मिलियन टन में]

वर्ष	**उत्पादन**
2023-24	997.83
2024-25	1047.52
2025-26 (अनंतिम)	1040.08

(ख) : खनन पट्टाधारकों द्वारा अंशदान किसी भी राज्य अथवा केंद्रीय निधि के माध्यम से किए बिना जिला स्तर पर स्थापित संबंधित जिला खनिज फाउंडेशन (डीएमएफ) न्यासों को सीधे किया जाता है। मई, 2026 तक, झारखंड राज्य में कोयला एवं लिग्नाइट खनन प्रचालनों से जिला खनिज प्रतिष्ठान (डीएमएफ) के अंतर्गत ₹12,957.72 करोड़ की संचयी राशि संग्रहित की गई है। डीएमएफ निधियों से व्यय की स्वीकृति विशेष रूप से संबंधित डीएमएफ की शासी परिषद के पास होती है, जिसकी अध्यक्षता जिला कलक्टर/जिला मजिस्ट्रेट द्वारा की जाती है और इसमें सांसदों, विधायकों एवं एमएलसी सहित निर्वाचित प्रतिनिधि शामिल होते हैं।

(ग) : कोयला खनन क्षेत्रों में पुनर्वास और स्थानीय रोजगार हेतु सरकार द्वारा उठाए गए प्रमुख

कदम निम्नानुसार हैं:

i. भूमि मुआवजा लाभ आरएफसीटीएलएआरआर अधिनियम, 2013 की अनुसूची I के अनुसार अथवा सीबीए अधिनियम, 1957 की धारा 14(1) के तहत पारस्परिक रूप से सहमत करार के अनुसार प्रदान किए जाते हैं। यदि, सीबीए अधिनियम, 1957 के अंतर्गत भूमि का अधिग्रहण किया जाता है, तो पुनर्वास एवं पुनर्स्थापन (आर एंड आर) लाभ आरएफसीटीएलएआरआर अधिनियम, 2013 की अनुसूची II के प्रावधानों के अनुसार प्रदान किए जाते हैं और नए पुनर्वास स्थल पर प्रदान की जाने वाली सुविधाएं आरएफसीटीएलएआरआर अधिनियम, 2013 की अनुसूची III के अनुसार होती हैं।

ii. मुआवजा और पुनर्वास एवं पुनर्स्थापन गतिविधियों में पारदर्शिता जिला क्लेक्टर या उनके प्रतिनिधि की अध्यक्षता वाली आर एंड आर समिति द्वारा सुनिश्चित की जाती है।

iii. पात्र परियोजना प्रभावित परिवारों (पीएएफ) को देय लाभों के भुगतान के पश्चात ही भूमि का कब्जा लिया जाता है।

iv. बेरोजगार युवाओं के लिए व्यावसायिक प्रशिक्षण।

v. कोयला खनन क्षेत्रों में स्व-रोजगार तथा ठेकेदारों के साथ रोजगार को बढ़ावा देने हेतु कौशल विकास कार्यक्रम।

vi. स्थानीय युवाओं एवं विस्थापित व्यक्तियों की रोजगार-क्षमता बढ़ाने हेतु कौशल उन्नयन और क्षमता निर्माण कार्यक्रम।

vii. स्थानीय समुदायों की आजीविका संवर्धन, उद्यमिता विकास तथा आर्थिक सशक्तिकरण पर केंद्रित सीएसआर गतिविधियां।

viii. कोल इंडिया लिमिटेड (सीआईएल) और इसकी सहायक कंपनियां सीआईएल-2012 की पुनर्वास एवं पुनर्स्थापन नीति के प्रावधानों के अनुसार पात्र भूस्वामियों को रोजगार और अन्य पुनर्वास एवं पुनर्स्थापन लाभ प्रदान करती हैं।

ix. सिंगरेनी कोलियरीज कंपनी लिमिटेड (एससीसीएल) आउटसोर्स और निजी क्षेत्र की नौकरियों

में रोजगार-योग्यता बढ़ाने हेतु सेना, पुलिस एवं अन्य सरकारी भर्तियों के लिए निःशुल्क कोचिंग तथा विभिन्न ट्रेडों में प्रशिक्षण प्रदान करती है।

देश में कोयला/लिग्नाइट खानों में पर्यावरणीय संधारणीयता को बढ़ावा देने हेतु वृक्षारोपण/जैव-पुनर्ग्रहण, सामुदायिक उपयोग हेतु खान जल उपयोग, इको-पार्कों के विकास तथा ऊर्जा दक्षता उपायों को अपनाने जैसी पहलें की गई हैं।

इसके अतिरिक्त, वाणिज्यिक खनन हेतु सफल बोलीदाता एवं नामित प्राधिकारी के बीच निष्पादित कोल ब्लॉक विकास और उत्पादन समझौते में यह अनिवार्य है कि सफल बोलीदाता आधुनिक एवं प्रचलित प्रौद्योगिकियों के अनुरूप कोयला खान में यंत्रीकृत कोयला उत्खनन, परिवहन एवं निकासी को कार्यान्वित करेगा। तदनुसार, सफल बोलीदाता अच्छी उद्योग पद्धति के अनुरूप कोयला खान में संचालनों से कार्बन फुटप्रिंट को न्यूनतम करने, पर्यावरणीय प्रदूषण को कम करने हेतु कदम उठाने और संधारणीयता को बढ़ावा देने के लिए प्रयास करेगा।

उपर्युक्त के अतिरिक्त, पर्यावरण संरक्षण सुनिश्चित करते हुए कोयला खानों के संधारणीय विकास हेतु कोयला कंपनियों द्वारा निम्नलिखित कदम भी उठाए गए हैं:

i. सड़क परिवहन को न्यूनतम करना तथा फर्स्ट माइल कनेक्टिविटी परियोजनाओं सहित यंत्रीकृत कोयला लदान एवं परिवहन को बढ़ाना।

ii. सर्फेस माइनर्स, एक्स-केंद्रित रिपर्स के माध्यम से विस्फोट मुक्त खनन प्रौद्योगिकियों को अपनाना।

iii. फिक्स्ड स्प्रिंकलर, मिस्ट स्प्रिंकलर, मोबाइल वाटर स्प्रिंकलर, फॉग कैनन, रोबोटिक नोजल वाटर स्प्रेयर, मैकेनिकल रोड स्वीपर, व्हील वॉशिंग सिस्टम, विंड बैरियर आदि के उपयोग द्वारा धूल प्रदूषण को कम करना।

iv. धूल नियंत्रण, कार्बन पृथक्करण तथा क्षरित भूमि की पुनर्स्थापना हेतु खनन क्षेत्रों में और आसपास व्यापक वृक्षारोपण।

v. उचित स्थिरीकरण के पश्चात उत्खनित क्षेत्रों में इको-पार्कों का विकास।

vi. पारिस्थितिकी के और संवर्धन हेतु आधारभूत परिस्थितियाँ और कार्ययोजना तैयार करने के उद्देश्य से प्रतिष्ठित संस्थानों द्वारा नियमित पारिस्थितिकीय मूल्यांकन/अध्ययन।

vii. पारिस्थितिकी तंत्र के स्थिरीकरण एवं पुनर्स्थापन हेतु अस्थायी डंपों पर घास लगाना, बांस रोपण जैसी हरियाली गतिविधियां।

viii. धूल उत्पादन को कम करने हेतु कोयला परिवहन सड़कों की ब्लैक-टॉपिंग अथवा पेविंग, जिसमें उनका आवधिक रखरखाव करना भी शामिल है।

ix. भूमिगत कोयला खनन को बढ़ावा देना।

x. खानों को वैज्ञानिक विधि से बंद करना।

(घ) : डीएमएफ निधियों के पारदर्शी एवं जवाबदेह उपयोग को सुनिश्चित करने हेतु, प्रधानमंत्री खनिज क्षेत्र कल्याण योजना (पीएमकेकेकेवाई) दिशानिर्देश, 2024 में यह अनिवार्य किया गया है कि नियंत्रक एवं महालेखा परीक्षक (कैग) द्वारा डीएमएफ की लेखा परीक्षा कैग द्वारा तय समय-सारणी के अनुसार की जाएगी।

एबीएसएस के अंतर्गत राजखरसावां रेलवे स्टेशन की स्थिति

515. श्री काली चरण मुंडा:

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

(क) क्या माननीय प्रधानमंत्री श्री नरेंद्र मोदी ने 6 अगस्त, 2023 को वीडियो कॉन्फ्रेंसिंग के माध्यम से अमृत भारत स्टेशन योजना (एबीएसएस) के अंतर्गत लगभग 30 करोड़ रुपये की अनुमानित लागत से राजखरसावां रेलवे स्टेशन के पुनर्विकास की आधारशिला रखी थी, साथ ही, क्या स्टेशन भवन के पुनर्निर्माण, सभी प्लेटफॉर्मों पर लिफ्ट और एस्केलेटर लगाने, आवाजाही क्षेत्र के विकास, एक विशाल स्मारकीय ध्वज, हरे-भरे रास्ते और प्रतिमा स्थल जैसी आधुनिक सुविधाएं विकसित करने की घोषणा भी की गई थी, और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या उक्त आधारशिला रखे जाने के इतने समय बाद भी, पुराना स्टेशन भवन तोड़े जाने के कारण यह परियोजना अधूरी पड़ी है, यात्रियों को भारी असुविधा हो रही है और अपेक्षित सुविधाएं अभी तक उपलब्ध नहीं कराई गई हैं, और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(ग) क्या सरकार इस परियोजना की समीक्षा करेगी, निर्माण कार्य में तीव्रता लाएगी और समय पर काम पूरा करने के लिए पर्याप्त निधि की उपलब्धता सुनिश्चित करेगी, और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (ग): झारखंड में स्थित राजखरसावां स्टेशन को अमृत भारत स्टेशन योजना के तहत विकसित करने के लिए चिह्नित किया गया है। राजखरसावां स्टेशन पर विकास संबंधी निर्माण कार्य अच्छी गति से किए जा रहे हैं। नए प्रतीक्षालय, नए शौचालय, पार्किंग, परिसंचारी क्षेत्र में सुधार, पहुंच मार्ग, प्लेटफॉर्म विस्तार, प्लेटफॉर्म सतह में सुधार, 12 मीटर चौड़ा ऊपरी पैदल पुल, लिफ्ट, एस्केलेटर, भसुदर्शनीकरण और दिव्यांगजनों के लिए सुविधाओं सहित नए स्टेशन भवन का निर्माण कार्य शुरू कर दिया गया है।

राजखरसावां स्टेशन पर उच्च स्तरीय प्लेटफॉर्म, प्लेटफॉर्म आश्रय, प्रतीक्षालय, पेयजल व्यवस्था, मूत्रालय, शौचालय, बैठने की व्यवस्था, ऊपरी पैदल पुल आदि सुविधाएं उपलब्ध हैं।

इसके अलावा, भारतीय रेल पर स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण एक सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में परस्पर प्राथमिकता और निधि की उपलब्धता के अध्यधीन आवश्यकतानुसार निर्माण कार्य किए जाते हैं। स्टेशन का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण स्टेशन की कोटि/अवस्था/संभाले गए यातायात आदि के आधार पर किया जाता है।

रेल मंत्रालय ने स्टेशनों के पुनर्विकास के लिए अमृत भारत स्टेशन योजना को दीर्घकालिक दृष्टिकोण के साथ शुरू किया है।

अब तक, इस योजना के तहत 1340 स्टेशनों को विकसित करने के लिए चिह्नित किया गया है, जिसमें से राजखरसावां स्टेशन सहित 57 स्टेशन झारखंड में स्थित है। झारखंड 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
झारखंड	57	बालसिरिंग, बानो, बड़ाजमदा जंक्शन, बरकाकाना, बासुकीनाथ, भागा, बोकारो स्टील सिटी, चाईबासा, चक्रधरपुर, चाण्डिल, चंद्रपुर, डालटनगंज, डांगोवापोसी, देवघर, धनबाद, दुमका, गामहारीया, गंगाघाट, गढ़वा रोड, गढ़वा टाउन, घाटशिला, गिरिडीह, गोड्डा, गोविंदपुर रोड, हैदर नगर, हटिया, हजारीबाग रोड, जामताड़ा, जपला, जसीडीह जंक्शन, कतरासगढ़, कोडरमा जंक्शन, कुमारधुबी, लातेहार, लोहरदगा, मधुपुर जंक्शन, मनोहरपुर, मोह्मदगंज, मूरी जंक्शन, एनएससीबी जंक्शन गोमोह, नगर ऊँटारी, नामकोम, ओरगा, पाकुड़, पारसनाथ, पिस्का, राजखरसावां, राजमहल, रामगढ़ कैंट, रांची जं., साहिबगंज, शंकरपुर, सिल्ली, सीनी, टाटानगर, टाटीसिलवे, विद्यासागर

पूरे किए गए स्टेशन:

झारखंड में अमृत भारत स्टेशन योजना के तहत रेलवे स्टेशनों पर विकास संबंधी निर्माण कार्य तेज गति से शुरू किए गए हैं। झारखंड में पूरे किए गए स्टेशनों का ब्यौरा निम्नानुसार है:

राज्य	स्टेशनों की संख्या	स्टेशनों का नाम
झारखंड	15	चाईबासा, चाण्डिल, गिरिडीह, गोड्डा, गोविंदपुर रोड, कतरासगढ़, लोहरदगा, मधुपुर जंक्शन, मूरी जंक्शन, पाकुड़, पिस्का, राजमहल, रामगढ़ कैन्ट, साहिबगंज, शंकरपुर

अन्य स्टेशनों पर विकास की गतिविधियाँ भी तेज गति से शुरू की गई हैं और कुछ स्टेशनों की प्रगति इस प्रकार है:

- बानो स्टेशन: स्टेशन भवन में सुधार, रोशनी, प्लेटफॉर्म शेल्टर, प्रवेश एवं निकासी गेट, पहुंच मार्ग, प्लेटफॉर्म सतह में सुधार, परिसंचारी क्षेत्र में सुधार, पार्किंग और पीने के पानी के बूथो का निर्माण कार्य पूरा किया जा चुका है। मौजूदा ऊपरी पैदल पुल के लिए रैंप का निर्माण कार्य और दिव्यांगजनों के लिए सुविधाओं का कार्य शुरू कर दिया गया है।

- ओरगा स्टेशन: स्टेशन भवन में सुधार, रोशनी, प्लेटफॉर्म शेल्टर, प्रवेश एवं निकासी गेट, प्लेटफॉर्म सतह में सुधार, परिसंचारी क्षेत्र में सुधार और पीने के पानी के बूथों का कार्य पूरा किया जा चुका है। दिव्यांगजनों के लिए सुविधाओं का कार्य शुरू कर दिया गया है।

- भागा स्टेशन: प्रतीक्षालय में सुधार, नए प्रतीक्षालय, प्रवेश द्वार बरामदा, रैंप, प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह में सुधार, पार्किंग, शौचालय, पानी का बूथ, बुकिंग कार्यालय और चाहरदिवारी का निर्माण कार्य पूरा किया जा चुका है। दिव्यांगजनों के लिए लिफ्ट और सुविधाओं का कार्य शुरू कर दिया गया है।

- बोकारो स्टील सिटी स्टेशन: स्टेशन भवन में सुधार, नया प्रतीक्षालय, प्रवेश द्वार बरामदा, विश्रामालय और शयनशाला में सुधार, प्रतीक्षालय, शौचालय, बुकिंग कार्यालय, रैंप, प्लेटफॉर्म की सतह में सुधार, परिसंचारी क्षेत्र में सुधार, पार्किंग, पानी के बूथ और पहुंच मार्ग का निर्माण कार्य पूरा हो चुका है। एस्केलेटर का कार्य शुरू कर दिया गया है।
- रांची स्टेशन: नए स्टेशन भवन में दूसरे प्रवेश द्वार (दक्षिण दिशा) का संरचनात्मक कार्य, अतिरिक्त प्लेटफॉर्म और 6 मीटर चौड़े ऊपरी पैदल पुल के विस्तार का संरचनात्मक कार्य पूरा हो चुका है। नए स्टेशन भवन का परिष्करण कार्य और ऊपरी पैदल पुल के विस्तार, प्रवेश द्वार बरामदा, अतिरिक्त प्लेटफॉर्म पर प्लेटफॉर्म शेल्टर, परिसंचारी क्षेत्र में सुधार, पार्किंग, नया 6 मीटर चौड़ा ऊपरी पैदल पुल, विद्युत उपकेंद्र, भूमिगत जल भंडारण टैंक और सीवेज ट्रीटमेंट प्लांट का कार्य शुरू किया गया है।

भारतीय रेल के स्टेशनों को बेहतर बनाने के लिए अमृत भारत स्टेशन योजना में मास्टर प्लान तैयार करना और चरणबद्ध तरीके से उनका कार्यान्वयन शामिल है। प्रत्येक स्टेशन की आवश्यकता को देखते हुए मास्टर प्लान बनाने में निम्नलिखित शामिल हैं:

- स्टेशन और परिसंचारी क्षेत्रों तक पहुँच में सुधार
- स्टेशन का शहर के दोनों तरफ के साथ एकीकरण
- स्टेशन भवन में सुधार
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पेयजल-बूथों में सुधार
- यात्री यातायात के अनुरूप चौड़े ऊपरी पैदल पुल/भूमिगत मार्ग की व्यवस्था
- लिफ्ट/एस्केलेटर/रैम्प की व्यवस्था
- प्लेटफ़ॉर्म की सतह में सुधार/प्लेटफ़ॉर्म शेल्टर की व्यवस्था
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क की

व्यवस्था

- पार्किंग क्षेत्र का विकास
- दिव्यांगजनों के लिए सुविधाएँ
- बेहतर यात्री सूचना प्रणाली
- एयर कॉनकोर्स, एक्ज़ीक्यूटिव प्रतीक्षालय, मल्टीमॉडल एकीकरण, भूसुदर्शनीकरण आदि की व्यवस्था।

इस योजना में आवश्यकता, चरणबद्धता एवं व्यवहार्यता के अनुसार दीर्घकालिक और पर्यावरण अनुकूल समाधानों आदि; और दीर्घावधि में रेलवे स्टेशन पर सिटी सेन्टरों के सृजन की संकल्पना भी की गई है।

रेलवे स्टेशनों का विकास/उन्नयन जटिल स्वरूप का होता है, जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए पेड़ों की कटाई, धरोहर, दमकल विभाग की स्वीकृति, विमानपत्तन संबंधी स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियाँ अपेक्षित होती हैं। ये स्टेशन काफी लंबे समय से परिचालित हो रहे हैं इसलिए जनोपयोगी सेवाओं (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं) को स्थानांतरित करने, अतिलंघनों, यात्री संचलन को बाधित किए बिना रेलगाड़ियों के परिचालन, रेलपथ एवं उच्च वोल्टेज बिजली लाइनों के नजदीक किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड कार्य संबंधी चुनौतियों का सामना करना पड़ता है और ये कारक कार्य की प्रगति और समापन समय को प्रभावित करते हैं।

अमृत भारत स्टेशन योजना में शामिल रेलवे स्टेशनों के विकास/उन्नयन/आधुनिकीकरण का वित्तपोषण सामान्यतः योजना शीर्ष-53 'ग्राहक सुविधाएँ' के अंतर्गत किया जाता है। योजना शीर्ष-53 के अंतर्गत आबंटन और व्यय का ब्यौरा क्षेत्रीय रेल कार्यालय-वार रखा जाता है, न कि स्टेशन-वार या राज्य-वार। झारखंड तीन रेलवे जोन, अर्थात् पूर्व रेलवे, पूर्व मध्य रेलवे और दक्षिण पूर्व

रेलवे के क्षेत्राधिकार में आता है। इन जोनों के लिए, वित्त वर्ष 2026-27 के लिए 1,199 करोड़ रुपए का आबंटन किया गया है, जिसमें से अब तक 526 करोड़ रुपए का व्यय (जून, 2026 तक) किया जा चुका है।

स्वच्छ कोयला तकनीक

516. श्री अमर शरदराव काले :

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

(क) क्या सरकार ने वर्तमान वर्ष 2026 में कोयला गैसीकरण और अन्य स्वच्छ कोयला तकनीकों को बढ़ावा देने के लिए कोई कदम उठाए हैं;

(ख) यदि हाँ, तो कितनी कोयला गैसीकरण परियोजनाओं को स्वीकृति दी गई है या कार्यान्वित की जा रही हैं और उनकी वर्तमान स्थिति क्या है;

(ग) क्या ऐसी परियोजनाओं को सहायता करने के लिए कोई वित्तीय प्रोत्साहन या व्यवहार्यता अंतर वित्तपोषण तंत्र शुरू किए गए हैं, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(घ**)** इन तकनीकों के माध्यम से कोयला उपयोग की क्षमता में अपेक्षित सुधार होने और उत्सर्जन में कमी होने संबंधी क्या जानकारी है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) : जी, हाँ। कोयला गैसीकरण को बढ़ावा देने के लिए, सरकार ने दिनांक 13.05.2026 को ₹37,500 करोड़ के वित्तीय परिव्यय के साथ सतही कोयला/लिग्नाइट गैसीकरण परियोजनाओं को बढ़ावा देने हेतु एक स्कीम को मंजूरी दी।

(ख) और (ग) : सरकार ने दिनांक 24.01.2024 को वित्तीय प्रोत्साहन स्कीम के लिए ₹8,500 करोड़ के परिव्यय को मंजूरी दी थी; जिसके अंतर्गत, आठ (8) कोयला गैसीकरण परियोजनाओं को अनुमोदित किया गया है और वे कार्यान्वयन के विभिन्न चरणों में हैं। इनमें तीन सरकारी क्षेत्र की परियोजनाएं, तीन निजी क्षेत्र की परियोजनाएं तथा दो लघु-स्तरीय उत्पाद-आधारित परियोजनाएं

शामिल हैं। पूंजीगत व्यय के 15 प्रतिशत की दर से वित्तीय प्रोत्साहन को मंजूरी दी गई है। जिंदल स्टील लिमिटेड की एक परियोजना ने वित्तीय समापन प्राप्त कर लिया है और वह निर्माण चरण में है, जबकि शेष परियोजनाएं वित्तीय समापन, सांविधिक स्वीकृति, प्रौद्योगिकी को अंतिम रूप दिए जाने, निविदा और परियोजना कार्यान्वयन के विभिन्न चरणों में हैं।

(घ) : कोयला/लिग्नाइट गैसीकरण, कोयला/लिग्नाइट को सिंथेसिस गैस (सिनगैस) में परिवर्तित करने में सक्षम बनाता है, जिसका उपयोग रसायनों, उर्वरकों, सिंथेटिक प्राकृतिक गैस, हाइड्रोजन और अन्य मूल्य-वर्धित उत्पादों के उत्पादन के लिए किया जा सकता है। पारंपरिक कोयला उपयोग की तुलना में, कोयला गैसीकरण बेहतर प्रक्रिया दक्षता, अंतिम उपयोग से पूर्व प्रदूषकों को आसानी से हटाने तथा कार्बन कैप्चर, यूटिलाइजेशन एंड स्टोरेज (सीसीयूएस) जैसी प्रौद्योगिकियों के साथ एकीकरण को सक्षम बनाकर कोयले के स्वच्छ उपयोग को सुकर बनाता है। इन प्रौद्योगिकियों से संसाधन उपयोग में सुधार और कोयला-आधारित औद्योगिक अनुप्रयोगों से उत्सर्जन में कमी होने की अपेक्षा है।

SELECTION OF DISTRICTS AS ASPIRATIONAL DISTRICTS

517. SHRI VARUN CHAUDHRY:

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

(a) the details of the number of districts which were selected under the Aspirational District scheme as most under developed at the time of inception of the programme, State wise;

(b) the details of the number of districts which have been transformed and have come out of the list of aspirational district list since 2018, State wise; and

(c) whether any survey has been conducted or is under consideration to add districts in the list of aspirational districts 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) NITI Aayog launched the Aspirational Districts Programme (ADP) in January 2018, wherein, 117 districts were identified as Aspirational Districts. However, due to non-participation of five Districts from the State of West Bengal only 112 districts across 26 States and 1 Union Territory were included under the ADP at the launch of Programme. 5 districts of West Bengal have recently been included under the ADP. The State/UT-wise list of Aspirational Districts is at **STATEMENT**.

(b) Under ADP 49 KPIs are being tracked. While substantial progress has been made by all Districts towards achieving this objective, no District has saturated all 49 KPIs and so no District has come out of Aspirational Districts Programme.

(c) No such survey has been conducted nor is any proposal currently under consideration to add Districts in the list of Aspirational Districts.

STATEMENT

STATE/UT-WISE LIST OF ASPIRATIONAL DISTRICTS

Sr. No.	State	No. of Aspirational Districts
1.	Andhra Pradesh	3
2.	Arunachal Pradesh	1

3.	Assam	7
4.	Bihar	13
5.	Chhattisgarh	10
6.	Gujarat	2
7.	Haryana	1
8.	Himachal Pradesh	1
9.	Jammu and Kashmir	2
10.	Jharkhand	19
11.	Karnataka	2
12.	Kerala	1
13.	Madhya Pradesh	8
14.	Maharashtra	4
15.	Manipur	1
16.	Meghalaya	1
17.	Mizoram	1
18.	Nagaland	1
19.	Odisha	10
20.	Punjab	2
21.	Rajasthan	5
22.	Sikkim	1
23.	Tamil Nadu	2

24.	Telangana	3
25.	Tripura	1
26.	Uttar Pradesh	8
27.	Uttarakhand	2
28.	West Bengal	5*
	Total	**117**

* Included in June 2026

गति शक्ति मल्टी-मॉडल कार्गो टर्मिनलों की प्रगति

518. श्री बंटी विवेक साहू:

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

(क) पूरे देश में माल ढुलाई की क्षमता और रेल-आधारित संभारतंत्र के विकास के लिए गति शक्ति मल्टी-मॉडल कार्गो टर्मिनल के अंतर्गत अब तक हुई प्रगति का ब्यौरा क्या है और वित्तीय वर्ष 2026-27 के लिए नियत किए गए लक्ष्य क्या हैं;

(ख) मध्य प्रदेश में औद्योगिक विकास और कृषि-उत्पादों के सुचारु परिवहन के लिए इस योजना के अंतर्गत दी जा रही विशेष रेल अवसंरचना सुविधाओं का ब्यौरा क्या है; और

(ग) क्या सरकार का छिंदवाड़ा जिले के कोयला उद्योग और मक्का व संतरा उत्पादक किसानों को वैश्विक बाजार से जोड़ने के लिए कोई नया गति शक्ति मल्टी-मॉडल कार्गो टर्मिनल या मल्टी-मॉडल संभारतंत्र हब स्थापित करने का विचार है, और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (ग): निजी निवेश के माध्यम से कार्गो टर्मिनलों की स्थापना को प्रोत्साहित करने के लिए,

'गति शक्ति मल्टी-मॉडल कार्गो टर्मिनल (जीसीटी)' नीति शुरू की गई है। उद्योग की मांग, कार्गो यातायात की क्षमता, रेलवे अवसंरचना की उपलब्धता और क्षेत्र की समग्र संभार तंत्र क्षमता के आधार पर जीसीटी का स्थान निर्धारित किया जाता है।

अब तक, मध्य प्रदेश में 5 जीसीटी सहित 142 गति शक्ति कार्गो टर्मिनलों को शुरू किया गया है। इसके अलावा, मध्य प्रदेश में 19 स्थानों सहित 310 और स्थानों पर जीसीटी के विकास के लिए सैद्धांतिक मंजूरी दी गई है। इसके अलावा, 142 कमीशन किए गए जीसीटी में प्रति वर्ष 224 मिलियन टन की अनुमानित माल सम्हलाई क्षमता है। इस नीति ने इन जीसीटी के माध्यम से लगभग 10,000 करोड़ रुपए के निजी निवेश को जुटाया है।

वर्तमान में, छिंदवाड़ा जिले में गति शक्ति कार्गो टर्मिनल स्थापित करने का उद्योग क्षेत्र से कोई प्रस्ताव प्राप्त नहीं हुआ है।

गति शक्ति कार्गो टर्मिनल सीमेंट, इस्पात, खाद्यान्न, उर्वरक, कोयला, फ्लाई ऐश, खनिज, कंटेनर, ऑटोमोबाइल, कृषि उपज और अन्य थोक और गैर-थोक पण्यों सहित विभिन्न प्रकार के पण्यों की आवश्यकताओं को पूरा करते हैं। इस नीति ने बेहतर रेल संपर्कता और आधुनिक कार्गो सम्हलाई अवसंरचना प्रदान करके सीमेंट, इस्पात, विद्युत, खनन, कृषि, लॉजिस्टिक्स और विनिर्माण जैसे प्रमुख क्षेत्रों को लाभान्वित किया है।

गति शक्ति कार्गो टर्मिनल (जीसीटी) नीति ने उत्पादन और खपत केंद्रों के आसपास आधुनिक मल्टीमॉडल कार्गो टर्मिनलों के विकास को सुगम बनाया है, जिसके परिणामस्वरूप स्थानीय उद्योगों, कृषि उत्पादों और अन्य पण्यों के लिए रेल संपर्कता में सुधार हुआ है। इस नीति ने मालगोदामों, सिलोस, शीत भंडारण और अन्य मूल्य वर्धित संभार तंत्र सुविधाओं के निर्माण को सक्षम किया है, जिसके परिणामस्वरूप प्रथम-मील/अंतिम-मील संभार तंत्र लागत और पारगमन समय कम हुआ है और माल ढुलाई को सड़क से रेल में मोडल शिफ्ट करने में सहायता प्रदान की है, जिसके परिणामस्वरूप रेल आधारित संभार तंत्र की समग्र दक्षता और प्रतिस्पर्धात्मकता में सुधार हुआ है।

OFFSHORE WIND PROJECTS IN TAMIL NADU ALONG TAMIL NADU'S COAST

519. THIRU DAYANIDHI MARAN:

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

(a) Whether the Government has conducted a comprehensive cumulative environmental and socio-economic impact assessment of the proposed offshore wind projects along the Tamil Nadu coast particularly in Kanyakumari, Thoothukudi and Ramanathapuram and if so, the details of findings thereof;

(b) whether free, prior and informed consultations and statutory public hearings have been conducted with affected fishing communities before identifying offshore wind sites and if so, the details thereof and if not, the reasons therefor;

(c) the steps taken by the Government to ensure that offshore wind development does not adversely affect traditional fishing grounds, marine biodiversity, the Gulf of Mannar Biosphere Reserve, endangered species and other ecologically sensitive coastal areas in Tamil Nadu;

(d) whether the Government has a rehabilitation, compensation and livelihood restoration framework for fishermen and coastal communities likely to be affected by these projects and if so, the details thereof; and

(e) whether the Government would review project siting and adopt less ecologically sensitive alternatives ensuring that Tamil Nadu's renewable energy transition does not come at the cost of its coastal communities and marine ecosystems and if so, the details thereof?

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

(a) The identified offshore wind sites off Tamil Nadu coast are about 12 km from Kanyakumari district and 100-120 km from Thoothukudi district. A Rapid Environmental Impact Assessment (EIA) study was carried out for the identified sites and the preliminary findings indicate that Inter-Tidal Benthos, Phytoplankton and Zooplankton exist in identified sites which might have marginal impact during construction phase of offshore wind projects. However, recolonization of these species shall happen within 3 months post-construction.

In addition, a 75 acres site identified for Offshore Wind Test Station in Rameswaram, Ramanathapuram district. The Rapid EIA study carried out for Offshore Wind Test Station indicate preliminary findings as follows:

- The proposed offshore wind project site does not overlap with turtle nesting grounds, which are located along Dhanushkodi Beach.
- The project is not expected to have significant impacts on coastal birds. Appropriate mitigation measures, including installation of bird diverters and painting of one turbine blade black, have been recommended to further minimize bird collisions.
- Seagrass beds are located about 3.6 km from the proposed project area and are not expected to be affected.
- Seahorse habitats are located about 20 km from the proposed project

site and are not expected to be affected.

- Coral reefs are located about 4.5 km from the proposed project area and are not expected to be affected.
- Milkfish habitats are located about 25 km from the proposed project area and are not expected to be affected.

(b) to (e) National Institute of Wind Energy (NIWE) in consultation with Danish Energy Agency (DEA) carried out Marine Spatial planning (MSP) for offshore wind farms off Tamil Nadu coast and demarcated offshore sites. The ecologically sensitive areas have been excluded during MSP. The first offshore wind energy project is yet to be awarded in the country. As per the notified Offshore Wind Energy Lease Rules, 2023, activities such as fishing for the purpose of livelihood and other activities that may co-exist with the offshore wind energy farm in the interest of the common public shall be permissible, if they do not affect the normal working of the offshore wind energy farm. The offshore wind projects development requires applicable Coastal Regulation Zone (CRZ) clearance from Ministry of Environment Forest and Climate Change (MoEFCC) as per National Offshore Wind Energy Policy. The CRZ clearance process generally includes consultations and statutory public hearings.

Presently, there is no separate framework for rehabilitation, compensation and livelihood restoration on account of development of offshore wind projects. In case required, rehabilitation, compensation and livelihood restoration shall be governed as per extant rules and regulations of Government of India or

concerned State Government.

FUNCTIONING AND OUTCOMES OF ASPIRATIONAL DISTRICTS PROGRAMME

520. SHRI PUSHPENDRA SAROJ:

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

(a) the details of districts covered under the Aspirational Districts Programme and the indicators tracked during the last five years, year-wise and State-wise particularly for Uttar Pradesh;

(b) the details of the number of districts showing decline or stagnation in key indicators and the reasons identified in Government's reviews for such outcomes;

(c) the details of the number of grievances and representations received regarding implementation of the programme at district level;

(d) the key findings of monitoring and evaluation reports regarding effectiveness of the Aspirational Districts Programme; and

(e) the details of corrective policy and administrative measures introduced to strengthen the implementation of the programme?

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 State/UT-wise list of Aspirational Districts and the list of Key

Performance Indicators under Aspirational District Programme (ADP) are at **STATEMENT-I** and **II** respectively.

(b) The Aspirational Districts Programme monitors the performance of Aspirational Districts through Composite Scores based on 49 Key Performance Indicators (KPIs) across the five themes, namely Health and Nutrition, Education, Agriculture and Water Resources, Financial Inclusion and Skill Development and Basic Infrastructure. As per the Composite Scores recorded under the programme, it has been observed that none of the 112 Aspirational Districts has registered stagnation or decline in the Composite Score of Indicators. All Aspirational Districts have shown improvement in their Composite Scores since the inception of the programme.

(c) Record of grievances/ representations received at the district level is not maintained by NITI Aayog.

(d) An independent evaluation of the Aspirational Districts Programme (ADP) conducted by the Development Monitoring and Evaluation Office (DMEO), NITI Aayog, confirmed that the "3C" model (Convergence, Collaboration, and Competition), paired with real-time monitoring, data-driven decision making has successfully accelerated development across core human-development indicators. Under the ADP, significant progress has been achieved with the saturation of various indicators under key themes.

(e) Regular review with the States/UTs and Districts, convergence of existing Central and State Government schemes through collaboration among the Centre, State, District Administration and citizens, continuous monitoring of

performance of Districts across identified Key Performance Indicators (KPIs), focused interventions in low-performing indicators and dissemination of best practices are undertaken to strengthen the implementation of the programme.

STATEMENT - I

STATE/UT-WISE LIST OF ASPIRATIONAL DISTRICTS

S. No.	State	District
1.	Andhra Pradesh	Alluri Sitharama Raju
2.	Andhra Pradesh	Parvathipuram Manyam
3.	Andhra Pradesh	Y.S.R. Kadapa
4.	Arunachal Pradesh	Namsai
5.	Assam	Baksa
6.	Assam	Barpeta
7.	Assam	Darrang
8.	Assam	Dhubri
9.	Assam	Goalpara
10.	Assam	Hailakandi
11.	Assam	Udalguri
12.	Bihar	Araria
13.	Bihar	Aurangabad
14.	Bihar	Banka
15.	Bihar	Begusarai

S. No.	State	District
16.	Bihar	Gaya
17.	Bihar	Jamui
18.	Bihar	Katihar
19.	Bihar	Khagaria
20.	Bihar	Muzaffarpur
21.	Bihar	Nawada
22.	Bihar	Purnia
23.	Bihar	Sheikhpura
24.	Bihar	Sitamarhi
25.	Chhattisgarh	Bastar
26.	Chhattisgarh	Bijapur
27.	Chhattisgarh	Dantewada
28.	Chhattisgarh	Kanker
29.	Chhattisgarh	Kondagaon
30.	Chhattisgarh	Korba
31.	Chhattisgarh	Mahasamund
32.	Chhattisgarh	Mohla-Manpur-Ambagarh Chowki
33.	Chhattisgarh	Narayanpur
34.	Chhattisgarh	Sukma
35.	Gujarat	Dahod
36.	Gujarat	Narmada

S. No.	State	District
37.	Haryana	Mewat (Nuh)
38.	Himachal Pradesh	Chamba
39.	Jammu and Kashmir	Baramulla
40.	Jammu and Kashmir	Kupwara
41.	Jharkhand	Bokaro
42.	Jharkhand	Chatra
43.	Jharkhand	Dumka
44.	Jharkhand	Garhwa
45.	Jharkhand	Giridih
46.	Jharkhand	Godda
47.	Jharkhand	Gumla
48.	Jharkhand	Hazaribagh
49.	Jharkhand	Khunti
50.	Jharkhand	Latehar
51.	Jharkhand	Lohardaga
52.	Jharkhand	Pakur
53.	Jharkhand	Palamu
54.	Jharkhand	Pashchimi Singhbhum
55.	Jharkhand	Purbi Singhbhum
56.	Jharkhand	Ramgarh
57.	Jharkhand	Ranchi

S. No.	State	District
58.	Jharkhand	Sahibganj
59.	Jharkhand	Simdega
60.	Karnataka	Raichur
61.	Karnataka	Yadgir
62.	Kerala	Wayanad
63.	Madhya Pradesh	Barwani
64.	Madhya Pradesh	Chhatarpur
65.	Madhya Pradesh	Damoh
66.	Madhya Pradesh	Guna
67.	Madhya Pradesh	Khandwa
68.	Madhya Pradesh	Rajgarh
69.	Madhya Pradesh	Singrauli
70.	Madhya Pradesh	Vidisha
71.	Maharashtra	Gadchiroli
72.	Maharashtra	Nandurbar
73.	Maharashtra	Osmanabad
74.	Maharashtra	Washim
75.	Manipur	Chandel
76.	Meghalaya	Ri Bhoi
77.	Mizoram	Mamit
78.	Nagaland	Kiphire

S. No.	State	District
79.	Odisha	Balangir
80.	Odisha	Dhenkanal
81.	Odisha	Gajapati
82.	Odisha	Kalahandi
83.	Odisha	Kandhamal
84.	Odisha	Koraput
85.	Odisha	Malkangiri
86.	Odisha	Nabarangpur
87.	Odisha	Nuapada
88.	Odisha	Rayagada
89.	Punjab	Ferozepur
90.	Punjab	Moga
91.	Rajasthan	Baran
92.	Rajasthan	Dholpur
93.	Rajasthan	Jaisalmer
94.	Rajasthan	Karauli
95.	Rajasthan	Sirohi
96.	Sikkim	Soreng
97.	Tamil Nadu	Ramanathapuram
98.	Tamil Nadu	Virudhunagar
99.	Telangana	Bhadradri Kothagudem

S. No.	State	District
100.	Telangana	Jayashankar Bhupalpally
101.	Telangana	Kumurum Bheem Asifabad
102.	Tripura	Dhalai
103.	Uttar Pradesh	Bahraich
104.	Uttar Pradesh	Balrampur
105.	Uttar Pradesh	Chandauli
106.	Uttar Pradesh	Chitrakoot
107.	Uttar Pradesh	Fatehpur
108.	Uttar Pradesh	Shravasti
109.	Uttar Pradesh	Siddharthnagar
110.	Uttar Pradesh	Sonbhadra
111.	Uttarakhand	Haridwar
112.	Uttarakhand	Udham Singh Nagar

STATEMENT – II

List of KPIs under Aspirational Districts Programme

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
1	Health and Nutrition	1.1	Percentage of Pregnant Women receiving four or more antenatal care check-ups against total	Annual

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
			ANC registrations	
2	Health and Nutrition	1.2	Percentage of ANC registered within the first trimester against total ANC registrations	Monthly
3	Health and Nutrition	1.3	Percentage of pregnant women (PW) registered for ANC against estimated pregnancies	Monthly
4	Health and Nutrition	2	Percentage of pregnant women taking Supplementary Nutrition under the ICDS programme regularly	Monthly
5	Health and Nutrition	3.1	Percentage of Pregnant women having severe anaemia treated against PW having sever anaemia tested cases	Monthly
6	Health and Nutrition	3.2	Percentage of Pregnant Women tested for Haemoglobin 4 or more than 4 times for respective ANCs against total ANC registration	Annual

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
7	Health and Nutrition	4.1	Sex Ratio at birth	Monthly
8	Health and Nutrition	4.2	Percentage of institutional deliveries out of total estimated deliveries	Monthly
9	Health and Nutrition	5	Percentage of home deliveries attended by an SBA (Skilled Birth Attendance) trained health worker out of total home deliveries	Monthly
10	Health and Nutrition	6.1	Percentage of new-borns breastfed within one hour of birth	Monthly
11	Health and Nutrition	6.2	Percentage of low birth weight babies (Less than 2500 gms)	Monthly
12	Health and Nutrition	6.3	Proportion of live babies weighed at birth	Monthly
13	Health and Nutrition	7	Percentage of underweight children under 5 years	Monthly
14	Health and	8.1	Percentage of stunted children	Quarterly

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
	Nutrition		under 5 years	
15	Health and Nutrition	8.2	Percentage of children with Diarrhoea treated with ORS	Quarterly
16	Health and Nutrition	8.3	Percentage of children with Diarrhoea treated with Zinc	Quarterly
17	Health and Nutrition	8.4	Percentage of children with ARI in the last 2 weeks taken to a health facility	Quarterly
18	Health and Nutrition	9.1	Percentage of Severe Acute Malnutrition (SAM)	Monthly
19	Health and Nutrition	9.2	Percentage of Moderate Acute Malnutrition (MAM)	Monthly
20	Health and Nutrition	10.1	Breastfeeding children receiving adequate diet (6-23 months)	Quarterly
21	Health and Nutrition	10.2	Non-Breastfeeding children receiving adequate diet (6-23 months)	Quarterly
22	Health and Nutrition	11	Percentage of children fully immunized (9-11 months) (BCG+ DPT3 + OPV3 +	Monthly

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
			Measles1)	
23	Health and Nutrition	12.1	Tuberculosis (TB) case notification rate (Public and Private Institutions) against estimated cases	Monthly
24	Health and Nutrition	12.2	TB Treatment success rate among notified TB patients (public and private)	Monthly
25	Health and Nutrition	13.1	Proportion of Sub centres/ PHCs converted into Health and Wellness Centres (HWCs)	Quarterly
26	Health and Nutrition	13.2	Proportion of Primary Health Centres compliant to Indian Public Health Standards	Quarterly
27	Health and Nutrition	13.3	Proportion of functional FRUs (First referral units) against the norm of 1 per 5,00,000 population (1 per 3,00,000 for hilly terrain)	Quarterly
28	Health and	13.4	Proportion of specialist services	Quarterly

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
	Nutrition		available in District hospitals against 10* core specialist services	
29	Health and Nutrition	13.5	Percentage of Anganwadis centres/Urban PHCs reported to have conducted at least one Village Health Sanitation and Nutrition day / Urban Health Sanitation and Nutrition day/ respectively in the last one month	Quarterly
30	Health and Nutrition	13.6	Proportion of Anganwadis with own buildings	Quarterly
31	Health and Nutrition	13.7	Percentage of First referral units (FRU) having labour room and obstetrics OT NQAS certified (ie meet LaQShya quidelines)	Monthly
32	Education	1.1	Transition Rate - Primary to Upper Primary level	Annual
33	Education	1.2	Transition Rate - Upper Primary	Annual

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
			to Secondary level	
34	Education	2	Toilet access: Percentage schools with functional girls' toilets	Monthly
35	Education	3.1	Mathematics performance in Class 3	Quarterly
36	Education	3.2	Language performance in Class 3	Quarterly
37	Education	3.3	Mathematics performance in Class 5	Quarterly
38	Education	3.4	Language performance in Class 5	Quarterly
39	Education	3.5	Mathematics performance in Class 8	Quarterly
40	Education	3.6	Language performance in Class 8	Quarterly
41	Education	4	Female literacy rate (15+ Age group)	Quarterly
42	Education	5	Percentage of schools with functional drinking water facility	Monthly

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
43	Education	6	Percentage of schools with functional electricity facility at secondary level	Monthly
44	Education	7	Percentage of elementary schools complying with RTE specified Pupil Teacher Ratio	Monthly
45	Education	8	Percentage of schools providing textbooks to children within 1 month of start of the academic session	Annual
46	Agriculture and Water Resources	1.1	Percentage of net sown area under micro-irrigation	Monthly
47	Agriculture and Water Resources	1.2	Number of water-bodies rejuvenated under MGNREGA	Half Yearly
48	Agriculture and Water Resources	2	Crop Insurance- Percentage of net sown area under Pradhan Mantri Fasal Bima Yojana	Half Yearly
49	Agriculture and	3.1	Percentage increase in	Half Yearly

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
	Water Resources		agricultural credit	
50	Agriculture and Water Resources	3.2	Certified quality seed distribution	Half Yearly
51	Agriculture and Water Resources	4	Number of district mandis linked to electronic market	Monthly
52	Agriculture and Water Resources	5	Percentage change in Price Realization - difference between Farm Harvest Price (FHP) and Minimum Support Price (MSP)	Half Yearly
53	Agriculture and Water Resources	6	Percentage share of high value crops to total sown area in district	Annual
54	Agriculture and Water Resources	7	Agricultural productivity of 2 major crops	Half Yearly
55	Agriculture and Water	8	Percentage of animals vaccinated	Monthly

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
	Resources			
56	Agriculture and Water Resources	9	Artificial Insemination coverage	Monthly
57	Agriculture and Water Resources	10	Number of Soil Health Cards distributed	Monthly
58	Financial Inclusion and Skill Development	1	Total Disbursement of Mudra loan (in rupees) per 1 Lakh population	Monthly
59	Financial Inclusion and Skill Development	2	Pradhan Mantri Jeevan Jyoti Bima Yojana (PMJJBY): Number of Enrolments per 1 Lakh population	Monthly
60	Financial Inclusion and Skill Development	3	Pradhan Mantri Suraksha Bima Yojana (PMSBY): Number of Enrolments per 1 Lakh population	Monthly
61	Financial	4	Atal Pension Yojana (APY):	Monthly

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
	Inclusion and Skill Development		Number of Beneficiaries per 1 Lakh population	
62	Financial Inclusion and Skill Development	5	Percentage of accounts seeded with Aadhaar as a percentage of total banking accounts	Monthly
63	Financial Inclusion and Skill Development	6	Number of accounts opened under Pradhan Mantri Jan Dhan Yojana	Monthly
64	Financial Inclusion and Skill Development	7	No of youth certified in short term and long-term training# schemes / no of youth in district in age group 15-29	Monthly
65	Financial Inclusion and Skill Development	8	No of certified youth employed# /No of youth trained under short term and long-term training	Monthly
66	Financial	9	Number of Apprentices	Monthly

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
	Inclusion and Skill Development		completing/Total number of trainees registered on the portal	
67	Financial Inclusion and Skill Development	10	No of people certified under Recognition of Prior Learning#/Non-formally skilled workforce**	Monthly
68	Financial Inclusion and Skill Development	11.1	Women - certified trained	Monthly
69	Financial Inclusion and Skill Development	11.2	SC - certified trained	Monthly
70	Financial Inclusion and Skill Development	11.3	ST - certified trained	Monthly
71	Financial	11.4	OBC - certified trained	Monthly

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
	Inclusion and Skill Development			
72	Financial Inclusion and Skill Development	11.5	Minorities – certified trained	Monthly
73	Financial Inclusion and Skill Development	11.6	Differently abled – certified trained) / Total Number of youth certified trained	Monthly
74	Basic Infrastructure	1	Percentage of households with electricity connection	Monthly
75	Basic Infrastructure	2	Percentage of Gram Panchayat with internet connection	Monthly
76	Basic Infrastructure	3.1	Percentage of habitations with access to all weather roads under PMGSY	Monthly
77	Basic Infrastructure	3.2	Cumulative number of kilometres of all-weather road	Monthly

S.No	Theme	Indicator Number	Monitorable data point	Periodicity
			work completed as a percentage of total sanctioned kilometres in the district under PMGSY	
78	Basic Infrastructure	4	Percentage of households with Individual Household Latrines	Monthly
79	Basic Infrastructure	5	Percentage of Rural habitations with access to adequate quantity of potable water - 40 lpcd drinking water in rural	Monthly
80	Basic Infrastructure	6	Coverage/ establishment of Common Service Centres at Gram Panchayat level	Monthly
81	Basic Infrastructure	7	Percentage of pucca houses constructed for household who are shelter-less or having one room with kuchha wall and kuchha roof or having 2 room with kuchha wall and roof	Monthly

MOBILE CONNECTIVITY IN TRIBAL AREAS OF ODISHA

521. SHRI SAPTAGIRI SANKAR ULAKA:

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

(a) the number of villages in Koraput, Rayagada, Nabarangpur and Malkangiri districts that still lack reliable 4G/5G mobile connectivity;

(b) the status of sanctioned telecom towers under the Digital Bharat Nidhi (formerly USOF);

(c) the reasons for delay in commissioning approved towers;

(d) whether the Government has identified uncovered Gram Panchayats in Scheduled Areas as priority locations; and

(e) the timeline for achieving universal mobile broadband coverage in these districts?

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

(a) to (e) Government, through Digital Bharat Nidhi (DBN), has approved various mobile connectivity projects to provide 4G mobile services in identified uncovered villages/locations, including the villages of Koraput, Malkangiri, Nabarangpur and Rayagada districts of Odisha, which are notified as Scheduled Areas under the Fifth Schedule to the Constitution.

The district-wise 4G coverage status of villages and towers commissioned are as under:

District	Total Villages as per Registrar General of India data (November 2019)	Villages lacking 4G Connectivity	Towers approved	Towers Commissioned (as on 30.06.2026)
Koraput	2,047	116	510	395
Malkangiri	1,036	116	334	225
Nabarangpur	880	11	64	46
Rayagada	2,671	156	793	591
Total	**6,634**	**399**	**1,701**	**1,257**

Some towers encountered delays due to factors such as non-availability of road access, delay in land allotment, forest, wildlife and Right of Way (RoW) permissions.

SUSTAINABLE COAL MINING PRACTICES

522. SHRI KAMAKHYA PRASAD TASA:

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

(a) whether it is a fact that the Government is implementing sustainable coal mining practices and environmental stewardship;

(b) if so, the details thereof;

(c) the progress made in implementing sustainable coal mining practices including bio-reclamation and afforestation initiatives;

(d) whether the Government has any initiatives to promote advanced technologies such as blast-free mining and gainful utilization of overburden to be deployed by coal companies; and

(e) if so, the targets set for these initiatives in the coming year?

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 Coal and Lignite Public Sector Undertakings (PSUs), namely Coal India Limited (CIL), NLC India Limited (NLCIL) and Singareni Collieries Company Limited (SCCL), are implementing sustainable coal mining practices with due emphasis on environmental stewardship. Mining operations are undertaken in accordance with the conditions stipulated in Environmental Clearance, Forest Clearance, Consent to Establish/Operate, approved Mining Plans and Mine Closure Plans, and other applicable statutory provisions.

The major sustainable coal mining practices include deployment of blast-less mining technologies, promotion of underground coal mining and adoption of cleaner and energy-efficient mining technologies, mechanized coal transportation through First Mile Connectivity (FMC)/conveyor belts/rail, concurrent reclamation, bio-reclamation of mined-out areas, plantation over overburden dumps, afforestation, green belt development, conservation and

productive utilization of mine water, scientific mine closure, pollution control measures, alternative utilization of overburden, gainful utilization of mine water, etc.

(c): There has been a continuous progress in implementing sustainable coal mining practices. As regards bio-reclamation and afforestation initiatives, during the period from FY 2019-20 to FY 2025-26, Coal/Lignite PSUs have carried out plantation over 16543 hectares land with about 35.71 million saplings in and around coal and lignite mining areas.

(d) and (e): The Ministry of Coal is promoting deployment of advanced and environment-friendly mining technologies by Coal/Lignite PSUs, subject to geo-mining conditions and techno-economic feasibility. These technologies include blast-free or low-blast mining through Surface Miners, Continuous Miners, Highwall Mining, Longwall Mining and Xcentric Rippers, along with mechanised coal handling systems, First Mile Connectivity/Conveyor Belts projects, digital mine planning, drones, GIS-based monitoring and real-time environmental monitoring systems.

Coal companies are utilizing overburden to produce manufactured sand (M-Sand), mine back-filling, underground stowing, reclamation, road construction and other infrastructure applications, thereby supporting circular economy principles.

The implementation targets are mine-specific and depend upon geological conditions, statutory clearances, safety considerations and techno-economic feasibility.

NON-FOSSIL FUEL BASED ENERGY CAPACITY

523. SHRIMATI MALVIKA DEVI

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

(a) the progress made towards achieving the target of 500 GW of non-fossil fuel-based energy capacity by the year 2030 along with the details of capacity added during the last financial year;

(b) the details of solar and wind energy projects sanctioned under the Pradhan Mantri Surya Ghar Muft Bijli Yojana (PM-SGMBY), State-wise; and

(c) the details of challenges being faced in grid integration of renewable energy and the measures taken by the Government to address them?

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 on 30.06.2026, a total of 297.36 GW non-fossil fuel sources-based electricity capacity has been installed. During the financial year 2025-26, total 55.29 GW non-fossil capacity has been added.

(b) PM Surya Ghar: Muft Bijli Yojana (PM-SGMBY) is being implemented with the target of installation of rooftop solar systems in one crore households in the country by 2026-27. State-wise details of the applications for installation of rooftop solar systems submitted on the national portal of the scheme and the installation done as on 16.07.2026 are given in **STATEMENT-I**.

(c) Renewable energy sources particularly wind and solar are variable and intermittent in nature, and integrating a substantial share of such generation

into the Grid presents challenges related to grid security, stability, and safety. Government has taken several steps to ensure grid stability and integration of renewable energy (RE) which, inter alia, include as given at **STATEMENT-II**.

STATEMENT-I

State-wise number of applications and installations under PM-SGMBY as on 16.07.2026

Sl.No	State/UT	No. of applications	No. of installations
1.	Andaman and Nicobar Islands	681	378
2.	Andhra Pradesh	913019	231280
3.	Arunachal Pradesh	83	1
4.	Assam	465130	154710
5.	Bihar	82545	23498
6.	Chandigarh	1701	1351
7.	Chhattisgarh	188688	78821
8.	Goa	4660	3290
9.	Gujarat	1160527	751644
10.	Haryana	191602	110169
11.	Himachal Pradesh	17305	11499
12.	Jammu and Kashmir	91593	38262
13.	Jharkhand	11251	3134
14.	Karnataka	60773	22383

15.	Kerala	410578	296795
16.	Ladakh	2592	1989
17.	Lakshadweep	1367	1174
18.	Madhya Pradesh	219104	151506
19.	Maharashtra	1426117	675518
20.	Manipur	3161	1483
21.	Meghalaya	1303	58
22.	Mizoram	1515	1324
23.	Nagaland	888	425
24.	NCT of Delhi	47970	10145
25.	Odisha	289912	132892
26.	Puducherry	6262	4570
27.	Punjab	27011	16833
28.	Rajasthan	446248	262336
29.	Sikkim	176	57
30.	Tamil Nadu	102574	83377
31.	Telangana	85769	52992
32.	Dadra and Nagar Haveli and Daman and Diu	3263	1073
33.	Tripura	8331	4318
34.	Uttarakhand	140406	94230
35.	Uttar Pradesh	1142459	677363

36.	West Bengal	44224	2737
	Total	**76,00,788**	**39,03,615**

STATEMENT-II

Measures being taken to address grid stability and grid integration challenges

i. Central Electricity Authority (CEA) published a plan for Transmission System for Integration of over 500 GW RE Capacity by 2030 covering all RE rich States.

ii. Inter and intra-State transmission network is being expanded to keep pace with RE capacity addition. Strong inter connection of transmission networks to ensure better reliability.

iii. Encouraging setting up of RE projects with storage facilities for optimal utilization of transmission facilities.

iv. Round-the-clock Renewable Energy (RTC-RE) and Firm and Dispatchable Renewable Energy (FDRE) tenders conducted by Renewable Energy Implementation Agencies (REIAs) will provide stable and firm power.

v. CEA (Technical Standards for Connectivity to the Grid) Regulations lay down the minimum technical requirements for the RE generating plants to ensure the safe, secure and reliable operation of the grid. The compliance to the said regulations by RE plants are verified jointly by Central Transmission Utility (CTUIL) and Grid India / RLDCs

before granting connectivity/interconnection to the national grid.

vi. Indian Electricity Grid Code mandates that RE plants participate in the primary and secondary frequency control in case of contingencies. Hybrid RE power plants, Energy Storage Systems such as BESS (Battery Energy Storage System) and PSP (Pump Storage Project) are being promoted for mitigating variability in RE generation and provide adequate frequency support to the grid.

vii. Government has set up thirteen Renewable Energy Management Centres (REMCs) for better forecasting and real time monitoring of RE generation.

viii. Load dispatch centres ensure that electricity demand is fully met using dispatchable sources such as hydro and thermal power when the wind does not blow and sun does not shine.

ix. Installation of Static Synchronous Compensators (STATCOMs) to improve the grid reliability and voltage stability limit. A STATCOM acts as a voltage controller for the electricity grid, quickly adding or removing extra power to keep the system running smoothly.

x. Central Electricity Authority (Technical Standards for Connectivity to the Grid) Regulations lay down the minimum technical requirements for RE generating plants to ensure the safe, secure and reliable operation of the grid.

PROMOTION OF COAL GASIFICATION FOR ENERGY SECURITY

524. SHRI D M KATHIR ANAND:

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

(a) the status of coal gasification projects approved, under implementation and proposed across the country and the extent to which such projects are expected to reduce dependence on imports of liquefied natural gas, methanol, ammonia, fertilisers and other industrial feedstocks;

(b) the role envisaged for coal gasification in strengthening country's energy security, promoting value addition to domestic coal resources and supporting the development of downstream sectors such as chemicals, petrochemicals, fertilizers, hydrogen and clean-fuel production;

(c) the policy measures adopted by the Government for facilitating technology transfer, attracting investments and accelerating the establishment of coal gasification projects;

(d) the details of financial support, incentives and assistance extended by the Government under coal gasification promotion schemes and allied programmes during the last five years, year-wise; and

(e) the estimates prepared by the Government regarding investment mobilisation, employment opportunities, import substitution and industrial growth to result from such projects?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): Under the ₹8,500 crore Financial Incentive Scheme, eight (8) coal gasification projects have been approved and are under various stages of implementation. These include three Government sector projects, three private sector projects and two small-scale product-based projects. One project of Jindal Steel Limited has achieved financial closure and is in the construction stage, while the remaining projects are at different stages of financial closure, statutory clearances, technology finalisation, tendering and project implementation.

The eight approved projects are expected to reduce dependence on imports of industrial feedstocks and fuels by substituting imported LNG/SNG, ammonium nitrate, acetic acid and ethanol, while also reducing dependence on imported coking coal through domestic production of DRI. The estimated foreign exchange savings on commissioning of these projects is expected to be approximately ₹16,500 crore per annum.

(b): Coal/lignite gasification is envisaged to strengthen the country's energy security by reducing dependence on imports of fuels, fertilisers, petrochemicals, natural gas and industrial feedstocks through indigenous production. It is also expected to promote value addition to domestic coal resources and support downstream sectors such as chemicals, petrochemicals, fertilisers, hydrogen and clean fuel production.

(c): To facilitate technology transfer for coal gasification projects, the Ministry has put in place a framework for granting case-by-case waivers from the requirement of registration with the Department for Promotion of Industry and

Internal Trade (DPIIT) for Transfer of Technology (ToT) from entities of countries sharing a land border with India. Under this framework, the first waiver was granted to M/s Dev Technofab Ltd. during FY 2024, thereby facilitating access to advanced coal gasification technologies.

(d): The Government has undertaken the following financial support, incentive and policy and regulatory support to promote coal gasification:

Financial Year	**Policy Measures**
FY 2022	Introduced 50% rebate in revenue share under commercial coal block auctions for coal used for gasification, subject to utilisation of at least 10% of total coal production for gasification.
	Created a dedicated "Production of Syngas Leading to Coal Gasification" sub-sector under the Non-Regulated Sector (NRS) coal linkage auction policy.
FY 2024	Approved the ₹8,500 crore Scheme for Promotion of Coal/Lignite Gasification Projects to provide financial assistance for coal/lignite gasification projects and financial support of 15% on capex of the project.
FY 2025	Enabled coal supply under NRS linkage auctions for eligible gasification projects at the notified price of the regulated sector.
FY 2026	Extended additional incentives for Underground Coal Gasification

	(UCG), including a reduction in floor price, waiver of upfront payment and a rebate in Performance Bank Guarantee.
	Allowed gasification projects to participate in NRS linkage auctions to meet balance coal requirements beyond captive production.
	DPIIT granted registration to M/s Zhongshi Chemical Engineering Construction Co. Ltd. (1st ever such registration), enabling its participation as a technology licensor and EPC contractor.
	DoE granted a limited exemption (6 categories of items) from restrictions under Rule 144(xi) of GFRs, to all 7 coal gasification projects under the Financial Incentive Scheme for a period of 2 years.
FY 2027	Approved the ₹37,500 crore Scheme for Promotion of Surface Coal/Lignite Gasification Projects and issued the Scheme Guidelines and Request for Proposal (RFP).
	Extended coal linkage tenure for gasification projects under the NRS linkage policy from 15 years to up to 30 years, ensuring long-term fuel security.

(e): The estimate prepared and benefits expected from coal gasification projects are as under:

Expected Benefits		
Parameters	**Incentive Scheme dated 24.01.2024**	**Incentive Scheme dated 13.05.2026**
Expected number of projects	8 projects approved (~₹6,233 Cr earmarked)	~25 projects
Expected investment mobilisation	~ ₹65,000 Cr across 8 approved projects	~₹ 2.5 - 3 lakh crore
Annual coal utilization	~12 MT across 8 approved projects	~75 million tonne per annum
Employment Generation (direct + indirect)	~3000 across 8 approved projects	~50,000
Forex exchange savings	~ ₹16,500 Cr across 8 approved projects by FY2030	₹1.5 lakh crore annually at maturity

महाराष्ट्र में पीएम-एसजीएमबीवाई

525. श्री संजय हरिभाऊ जाधव:

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

(क) देश में और विशेषकर महाराष्ट्र के परभणी लोक सभा निर्वाचन क्षेत्र में प्रधानमंत्री-सूर्य घर मुफ़्त बिजली योजना (पीएम-एसजीएमबीवाई) के शुरू होने के बाद से राज्यवार और ज़िलेवार

पंजीकृत घरों की संख्या कितनी है;

(ख) महाराष्ट्र में पीएम-एसजीएमबीवाई के अंतर्गत विशेषकर परभणी लोक सभा निर्वाचन क्षेत्र में स्थित घरों में लगाए गए सोलर पैनलों की संख्या सहित तत्संबंधी राज्यवार और जिलेवार संख्या कितनी है;

(ग) इस योजना के अंतर्गत राज्यवार और ज़िलेवार, विशेषकर महाराष्ट्र के परभणी लोक सभा निर्वाचन क्षेत्र में कितने घरों के पंजीकरण का लक्ष्य रखा गया है;

(घ) क्या इस योजना के अंतर्गत सोलर पैनल लगाने के लिए पक्के घर का होना अनिवार्य है;

(ङ) अगर हाँ, तो कच्चे घरों में सोलर पैनल लगाने के लिए क्या प्रावधान किए गए हैं; और

(च) इस योजना के अंतर्गत कितनी बिजली उत्पन्न की जाएगी और विशेषकर महाराष्ट्र के परभणी लोक सभा निर्वाचन क्षेत्र में इस योजना को पूरा करने के लिए क्या समय-सीमा नियत की गई है?

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

(क) से (च): नवीन और नवीकरणीय ऊर्जा मंत्रालय (MNRE) फरवरी 2024 से पीएम सूर्य घर: मुफ्त बिजली योजना (PMSG: MBY) को लागू कर रहा है, जिसका लक्ष्य कुल 75,021 करोड़ रुपये के वित्तीय परिव्यय से वित्त वर्ष 2026-27 तक देश भर में एक करोड़ आवासीय घरों में रूफटॉप सोलर (RTS) सिस्टम स्थापित करना है।

पीएम-एसजी: एमबीवाई (PMSG: MBY) एक मांग-संचालित योजना है, जिसके महाराष्ट्र के परभणी लोकसभा निर्वाचन क्षेत्र सहित देश के सभी आवासीय उपभोक्ता, जिनके पास आरटीएस (RTS) स्थापना के लिए उपयुक्त छत है और स्थानीय डिस्कॉम (DISCOM) के साथ ग्रिड-कनेक्टेड बिजली कनेक्शन है, वे योजना के राष्ट्रीय पोर्टल (www.pmsuryaghar.gov.in) पर आवेदन करके आरटीएस सिस्टम स्थापित करने के लिए योजना का लाभ उठा सकते हैं। इस योजना के तहत कोई राज्य-वार आवंटन नहीं किया गया है।

इस योजना के अंतर्गत, फरवरी 2024 में शुरुआत से लेकर दिनांक 20.07.2026 तक, देश भर में

कुल 39,38,805 RTS सिस्टम लगाए गए हैं, जिससे 47,64,657 घरों को लाभ पहुँचा है। राज्य/ संघ राज्य क्षेत्र के अनुसार ब्यौरा **विवरण -I** में उपलब्ध है।

इसी प्रकार, महाराष्ट्र राज्य में इस योजना के अंतर्गत कुल 6,79,303 RTS सिस्टम स्थापित किए गए हैं, जिससे 10,60,703 परिवारों को लाभ हुआ है। परभणी लोकसभा निर्वाचन क्षेत्र के अंतर्गत आने वाले जिलों सहित जिला-वार ब्यौरा **विवरण -II** में दिया गया है।

विवरण -I

देश भर में पीएमएसजी: एमबीवाई के तहत हुई प्रगति का राज्य/ संघ राज्य क्षेत्र-वार ब्यौरा

(दिनांक 20.07.2026 की स्थिति के अनुसार)

क्र. सं.	राज्य	आवेदन (संख्या)	स्थापना (संख्या)	लाभान्वित परिवार (संख्या)
1	गुजरात	1164293	755882	1094168
2	महाराष्ट्र	1432463	679303	1060703
3	उत्तर प्रदेश	1151129	684592	692256
4	केरल	412990	299065	305911
5	राजस्थान	449733	265022	273833
6	आंध्र प्रदेश	917804	236286	240768
7	मध्य प्रदेश	220489	152698	157791
8	असम	467021	156204	156932
9	ओडिशा	292940	135284	136356
10	हरियाणा	193044	111405	120995
11	तमिलनाडु	103282	83906	99321
12	उत्तराखंड	141154	94769	95133

13	छत्तीसगढ़	190125	79777	82243
14	तेलंगाना	86355	53397	68801
15	जम्मू और कश्मीर	92072	38473	38626
16	कर्नाटक	60973	22519	34180
17	बिहार	85588	23732	24374
18	पंजाब	27123	16947	16956
19	राष्ट्रीय राजधानी क्षेत्र दिल्ली	49018	10282	15086
20	हिमाचल प्रदेश	17425	11604	11630
21	मेघालय	1303	58	9304
22	पुडुचेरी	6314	4624	4701
23	गोवा	4666	3307	4548
24	त्रिपुरा	8361	4349	4361
25	झारखंड	11302	3166	3396
26	पश्चिम बंगाल	44625	2834	2941
27	लद्दाख	2619	1997	1997
28	मणिपुर	3212	1499	1499
29	चंडीगढ़	1709	1358	1358
30	मिजोरम	1521	1327	1330
31	लक्षद्वीप	1371	1176	1176
32	दादरा नगर हवेली और दमन एवं दीव	3498	1087	1087

33	नागालैंड	902	431	431
34	अंडमान एवं निकोबार द्वीप समूह	684	387	407
35	सिक्किम	177	57	57
36	अरुणाचल प्रदेश	83	1	1
	कुल	**76,47,368**	**39,38,805**	**47,64,657**

विवरण -II

महाराष्ट्र राज्य में PMSG: MBY के तहत हुई प्रगति का ज़िला-वार ब्यौरा

(दिनांक 20.07.2026 की स्थिति के अनुसार)

क्र. सं.	जिला	आवेदन (संख्या)	स्थापना (संख्या)	परिवार (संख्या)
1	अहिल्यानगर	68662	26232	26933
2	अकोला	31591	18183	18233
3	अमरावती	55586	39097	40031
4	बीड	20535	9291	9315
5	भंडारा	28303	13983	14016
6	बुलढाणा	42897	21712	22003
7	चंद्रपुर	33797	19059	19060
8	छत्रपति संभाजीनगर	67051	44357	47837
9	धराशिव	15106	4577	4658
10	धुले	46654	18740	18920
11	गढ़चिरौली	11583	4098	4098
12	गोंदिया	18449	9750	9790
13	हिंगोली	7649	3581	3582
14	जलगांव	90494	47556	48728
15	जालना	18597	10590	10606
16	कोल्हापुर	66678	28712	30835
17	लातूर	48899	16057	17615

18	मुंबई	236	152	7571
19	मुंबई उपनगरीय	1254	578	29215
20	नागपुर	151969	100043	109657
21	नांदेड़	21861	11579	11632
22	नंदुरबार	26307	8894	8908
23	नासिक	120863	42588	72720
24	पालघर	17177	3098	11263
25	परभणी	13658	8615	8615
26	पुणे	94122	48253	242943
27	रायगढ़	29067	9202	23578
28	रत्नागिरी	11602	2412	4954
29	सांगली	43530	17893	18902
30	सतारा	65228	13474	15470
31	सिंधुदुर्ग	5652	2154	2154
32	सोलापुर	60331	24532	25130
33	ठाणे	9558	3631	75034
34	वर्धा	39498	20664	20700
35	वाशिम	15244	8339	8339
36	यवतमाल	32775	17627	17658
	कुल	**14,32,463**	**6,79,303**	**10,60,703**

SEMINARS ORGANISED BY NATIONAL COMMISSION FOR MINORITIES

526. SHRIMATI SMITA UDAY WAGH:

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

a) whether the National Commission for Minorities has organised seminars, conferences and outreach programmes during 2026 and if so, the details thereof;

(b) whether the Commission has commissioned or completed research studies relating to minority welfare and socio-economic development and if so, the details and the objectives thereof;

(c) whether the findings and recommendations of such studies have been considered for policy formulation and implementation of minority welfare programmes and if so, the details thereof;

(d) whether the Government has undertaken institutional outreach and coordination with State Minorities Commissions particularly in Maharashtra to improve implementation of minority welfare schemes and if so, the details thereof; and

(e) whether the Government proposes to strengthen awareness, outreach and access to minority welfare programmes particularly in Maharashtra including Jalgaon Lok Sabha Constituency and if so, the details thereof?

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

(a): The details of seminars and conference organised by National Commission for Minorities (NCM) are at **STATEMENT**.

(b) and (c): NCM has conducted a study on the subject "**Contribution of Jain Community in the Field of Education"** during 2026. The study documents the historical evolution, institutional contribution and educational philosophy of the Jain community in India. It captures the role of Jain trusts, philanthropists, educational institutions and community organisations in promoting learning, research, scholarships, value-based education and inclusive access to education.

(d) and (e): National Commission for Minorities (NCM), in discharge of its advisory and facilitative mandate, organized Conference of State Minorities Commissions on the 19th May 2026 at New Delhi, which was attended by representatives of State Minorities Commissions, including the Maharashtra State Minorities Commission, along with officials of State Governments and Union Territories. The Conference served as a platform to deliberate on institutional strengthening, administrative coordination, grievance redressal mechanisms, and the exchange of best practices for enhancing outreach and improving the delivery of welfare measures for minority communities.

The Commission also organized a series of national seminars on the Buddhist, Jain and Parsi communities during 2026 to facilitate dialogue, research and awareness on issues concerning minority communities and to encourage greater dissemination of information on Government welfare initiatives. During these events, the Government's commitment towards the welfare and inclusive development of minority communities was highlighted

alongwith various welfare initiatives and programmes.

STATEMENT

Details of the seminars, conference and outreach progammes organized by National Commission for Minorities during 2026

1. **National Seminar on "Buddhism in Modern India: Navigating Cultural and Social Pathways" (27.02.2026, New Delhi)**

The National Commission for Minorities (NCM) organized a National seminar on “Buddhism in Modern India: Navigating Cultural and Social Pathways” on 27.02.2026 in New Delhi. The Seminar was graced by Hon’ble Minister of Minority Affairs, and Hon’ble Minister of State for Minority Affairs. The seminar focused on heritage preservation, education, youth engagement and the role of Buddhist philosophy in promoting peace and social harmony. The seminar brought together policymakers, scholars, spiritual leaders, and community representatives to deliberate on the evolving role of Buddhism in India’s socio-cultural landscape.

2. National Seminar on "The Contribution of the Jain Community to the Indian Economy, Education and Philanthropy" (23.04.2026, Indore)

National Commission for Minorities (NCM), in collaboration with Devi Ahilya Vishwavidyalaya (DAVV), Indore, organized a National Seminar on “The Contribution of the Jain Community to the Indian Economy, Education, and Philanthropy” on 23.4.20226 in Indore. The Seminar was graced by Hon’ble

Minister of State for Minority Affairs. The seminar brought together scholars, academicians, industrialists, philanthropists, students, and members of the Jain community to discuss the community's significant role in nation-building.

3. National Seminar on "Parsis in Modern India: Navigating Cultural and Socio-Economic Pathways" (09.05.2026, Mumbai)

National Commission for Minorities (NCM) organized a National Seminar on "Parsis in Modern India: Navigating Cultural and Socio-Economic Pathways" on 09.05.2026 in Mumbai. The Seminar was graced by Hon'ble Minister of Minority Affairs, and Hon'ble Minister of State for Minority Affairs. The seminar focused on the preservation of Parsi heritage, socio-economic development, demographic challenges and the community's invaluable contribution to nation-building. The seminar brought together ministers, policymakers, scholars, industrialists, academicians, and members of the Parsi community to discuss issues related to cultural preservation, demographic challenges, and socio-economic development.

4. Conference of State Minorities Commissions (19.05.2026, New Delhi)

National Commission for Minorities organized the Conference of State Minorities Commissions on 19th May 2026 at New Delhi to discuss minority welfare, protection of minority rights and inclusive development. The Seminar was graced by Hon'ble Minister of Minority Affairs, and Hon'ble Minister of State for Minority Affairs. The Conference deliberated on best practices,

challenges faced by State Commissions and the role of minority communities in nation-building. The conference brought together representatives from State Minorities Commissions, State Governments, Union Territories and minority communities to strengthen coordination and welfare mechanisms across the country.

गन्ने के बकाये के लिए विशेष पैकेज

527. सुश्री इकरा चौधरी:

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

(क) क्या सरकार का कैराना लोक सभा निर्वाचन क्षेत्र की शामली और थाना भवन जैसी निजी चीनी मिलों पर वर्षों से लंबित गन्ना किसानों के करोड़ो रूपए के बकाये का भुगतान सुनिश्चित करने के लिए एक विशेष बजटीय पैकेज शुरू करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार पश्चिमी उत्तर प्रदेश में गन्ने की फसलों में रेड रोट रोग के प्रकोप के कारण होने वाले उपज के नुकसान को रोकने के किसी विशिष्ट अनुसंधान और बीज प्रतिस्थापन योजना पर काम कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या हैं;

(ग) क्या राज्य सरकार के गन्ने के मूल्य और केंद्र सरकार द्वारा चीनी मिलों के लिए निर्धारित मूल्य के बीच के अंतर को कम करने के लिए कोई नई राष्ट्रीय नीति प्रस्तावित है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या सरकार शामली के गन्ना बेल्ट में इथेनॉल उत्पादन इकाइयों को बढ़ावा देने के लिए स्थानीय किसानों को सीधे लाभांश प्रदान करने की किसी योजना की तैयारी कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) किसानों को गन्ने की कीमत का भुगतान संबंधित चीनी मिलें अपने संसाधनों से करती हैं। केंद्र सरकार द्वारा इस प्रयोजन हेतु चीनी मौसम 2025-26 के दौरान कोई विशेष बजटीय पैकेज नहीं दिया गया है।

(ख) इस दिशा में लगातार प्रयास किया जा रहा हैं। वैज्ञानिक प्रजनन कार्यक्रम के ज़रिए पश्चिमी उत्तर प्रदेश समेत उप-उष्णकटिबंधीय इलाकों के लिए रोग-प्रतिरोधी और ज़्यादा उपज देने वाली किस्में विकसित की जा रही हैं। राज्य में गन्ने की खेती को बढ़ावा देने के लिए कई बेहतर किस्में जारी की गई हैं। हाल के वर्षों में, राज्य में सी. ओ. 13235, सी. ओ. 18231, सी. ओ. 17231, सी. ओ. 19231 और सी. ओ. 17451 जैसी किस्मों को अधिसूचित किया गया है। इन किस्मों के अलावा, उत्तर प्रदेश में खेती के लिए सी. ओ. 16202, सी. ओ. 14201 और सी. ओ. 15023 को भी अधिसूचित किया गया है; ये किस्में रेड रॉट रोग को सहने में सक्षम हैं। इसके अलावा, राज्य के लिए गन्ने के बीज प्रतिस्थापन हेतु संस्तुत गन्ने की किस्मों के प्रजनक बीज हर साल अनुसंधान परिषद के माध्यम से तैयार किए जाते हैं और किसानों में वितरित किए जाते हैं।

(ग) ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

(घ) ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

NUCLEAR ENERGY MISSION FOR VIKSIT BHARAT

528. SHRI JASHUBHAI BHILUBHAI RATHVA

SHRI PRADEEP PUROHIT

SHRI RAHUL SINGH LODHI

SHRI KOTA SRINIVASA POOJARY

SHRI JAI PRAKASH

SHRIMATI APARAJITA SARANGI

SHRI ANURAG SHARMA

SHRI KHAGEN MURMU

DR. HEMANT VISHNU SAVARA

DR. NISHIKANT DUBEY

DR. SANJAY JAISWAL

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

(a) the details of progress made under the Nuclear Energy Mission for Viksit Bharat including the roadmap for achieving 100 GW of nuclear power capacity by 2047;

(b) the current status of development and deployment of Small Modular Reactors (SMRs) in the country;

(c) the details of the measures taken by the Government to facilitate participation of the private sector in nuclear power generation while ensuring safety and regulatory oversight; and

(d) the details of safeguards put in place or enhanced for nuclear safety, waste management and security under the revised policy framework including for existing Nuclear plants like Tarapur Atomic Power Station in Palghar district?

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 Nuclear Energy Mission (NEM) announced in the Union Budget 2025–26 with the objective of achieving 100 GWe nuclear power generation capacity by 2047 to support the vision of Viksit Bharat and the goal of net zero carbon emissions by 2070. Further, the mission also aims to develop and operationalise at least five indigenous Small Modular Reactors (SMRs) by 2033.

In this regard, BARC has undertaken 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) for hydrogen production.

Parliament has enacted the SHANTI Act, 2025, focussed on the Nuclear Energy Mission of the Government of India, to achieve a target of 100 GW by 2047. This Act opens the nuclear energy sector to the private participation.

Government has drawn up a roadmap for reaching the 100 GW nuclear power capacity by 2047 as announced in the Nuclear Energy Mission. As per the roadmap, the present nuclear power capacity of 8.78 GW is expected to reach about 22 GW by 2031-32 on progressive completion of projects presently at various stages of implementation. Another 32 GW of nuclear power capacity is envisaged to be set up beyond 2032 by NPCIL, comprising of indigenous Pressurised Heavy Water Reactors (PHWR) and Light Water Reactors (LWR) by 2047 taking the capacity to about 54 GW. As per the roadmap, the balance of 46 GW is expected to be set up by other Public Sector Enterprises (Central and State), State Governments, Private sector and Joint Ventures in different business models, comprising of reactors of different technologies.

(b) (A) The BSMR-200 is an indigenous Pressurized Water Reactor (PWR) based power reactor. The current status of the BSMR-200 is mentioned below;

a) In-principle approval for engineering and construction of BSMR-200 has been received.

b) Proposal for Administrative and Financial sanction is cleared by Atomic Energy Commission (AEC) and the approval of Empowered Technology Group (ETG) has been obtained.

c) Atomic Energy Commission has approved Tarapur, Maharashtra as site for BSMR-200.

(B)The SMR-55 is based on Pressurised Water Reactor design. The current status of the SMR-55 is mentioned below;

a) In-principle approval for engineering and construction of SMR-55 has been received.

b) Atomic Energy Commission has approved Tarapur, Maharashtra as site for SMR-55

(C)Up to 5 MWth HTGCR is being designed and developed by BARC as nuclear heat source for suitable thermochemical cycle, such as copper-chlorine cycle, for hydrogen production. The current status of the HTGCR is mentioned below;

a) In-principle approval for engineering and construction of HTGCR has been received.

b) The proposed site for the reactor is BARC, Vizag. Siting consent has been received.

c) Terms of Reference (ToR) for obtaining environmental clearances has been received from the Ministry of Environment, Forest and Climate Change (MoEFandCC).

(c) The SHANTI Act-2025 envisages participation of private entities in the field of nuclear energy including RandD in the field to promote indigenous nuclear technology. Also, BARC is engaging Indian industries through knowledge sharing and handholding for new technology developments for the SMRs, thus developing nuclear

vendors for self-reliance in the field of nuclear technology encouraging RandD ecosystem in private sector.

To facilitate participation of private sector in nuclear power generation, the SHANTI Act establishes the regulatory body (Atomic Energy Regulatory Board) so as to give it a statutory status and to carry out its functions independently. Under the SHANTI Act, the regulatory body will be able to draft their own regulations and regulatory documents, carry out regulatory oversight, take enforcement action, and make recommendations to Central Government. In addition, the SHANTI Act will provide enhanced legislative and regulatory framework for continued excellence in nuclear safety keeping pace with large scale expansion of nuclear power program.

(d) India has a robust system of implementation of Nuclear Safety and Security for all existing in Nuclear Power Plants including Tarapur Atomic Power Station in Palghar District.

Highest priority is accorded to safety and security 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 with fail-safe design features following an overlapping defence-in-depth approach. This ensures that there are multiple barriers between the source of radioactivity and the environment. Nuclear power plants are constructed to highest quality

standards and the operations are performed adopting well laid out procedures by highly qualified, trained and licensed personnel. There is also a robust internal and independent regulatory mechanism in place and periodic safety reviews are carried out both by Nuclear Power Corporation of India Ltd. (NPCIL) and the Atomic Energy Regulatory Board (AERB) to ensure safety of the plant.

The nuclear waste handling, treatment, storage and disposal are carried out as per the well laid down procedures and guidelines stipulated by the AERB in accordance with the Atomic Energy (Safe Disposal of Radioactive Wastes) Rules, 1987 and the requirements of AERB Safety Code on 'Management of Radioactive Waste (AERB/SC/RW)'. The adherence to these is verified through periodic inspection conducted by AERB. The handling and disposal area is kept under surveillance by the facility management. The environmental monitoring is carried out by Environmental Survey Laboratories (ESLs) of BARC.

Comprehensive safeguards and well-established procedures are implemented to ensure the safe storage, handling, and disposal of nuclear waste. Waste management practices are governed by stringent regulatory standards and are designed to protect operating personnel, the public, and the environment. Radioactive waste is segregated based on its activity level, treated using appropriate techniques such as chemical decontamination, absorption, ion exchange/membrane

separations and volume reduction, and then conditioned into stable forms suitable for storage. Engineered storage systems with multiple containment barriers, radiation shielding, and leak detection mechanisms are employed to prevent any release of radioactivity. Waste handling operations are conducted using remote or shielded systems, wherever necessary, and under strict radiological surveillance. Regular monitoring, periodic safety reviews, and adherence to approved waste disposal protocols ensure continued safety throughout the lifecycle of waste management.

रेलगाड़ियों के लोकोमोटिव इंजनों में कवच 4.0 संस्करण

529. श्री ज्ञानेश्वर पाटील:

श्री संदिपनराव आसाराम भुमरे:

श्री निलेश ज्ञानदेव लंके:

डॉ. शिवाजी बंडाप्पा कालगे:

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

(क) क्या सरकार का पूरे देश में 10,000 लोकोमोटिव इंजनों में 'कवच 4.0' संस्करण लगाने का विचार था;

(ख) यदि हाँ, तो महाराष्ट्र और मध्य प्रदेश सहित संबंधित राज्यों का ब्यौरा क्या है और कवच 4.0 संस्करण से युक्त लोकोमोटिव इंजनों की संख्या कितनी है; और

(ग) देश में, विशेषकर महाराष्ट्र और मध्य प्रदेश राज्यों में, उन कवच 4.0 संस्करण लगाए जाने के लिए शेष लोकोमोटिव इंजनों की संख्या कितनी है, ताकि सभी लोकोमोटिव इंजनों में

कवच 4.0 संस्करण लगाने का लक्ष्य पूरा किया जा सके?

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

(क) से (ग):

1. कवच एक स्वदेशी रूप से विकसित स्वचालित रेलगाड़ी सुरक्षा प्रणाली (एटीपी) है। कवच अत्यधिक प्रौद्योगिकी प्रधान प्रणाली है, जिसके लिए सर्वोच्च स्तर के संरक्षा प्रमाणन (एसआईएल-4) की आवश्यकता होती है।
2. यदि लोको पायलट ब्रेक लगाने में विफल रहता है तो कवच स्वचालित ब्रेक लगाकर लोको पायलट को निर्दिष्ट गति सीमा के भीतर रेलगाड़ी चलाने में सहायता करता है और यह खराब मौसम के दौरान रेलगाड़ी को संरक्षित ढंग से चलाने में भी सहायता करता है।
3. यात्री गाड़ियों पर पहला फील्ड परीक्षण फरवरी 2016 में शुरू किया गया था। इस प्रकार, प्राप्त अनुभव और निष्पक्ष संरक्षा मूल्यांकनकर्ता (आईएसए) द्वारा प्रणाली के निष्पक्ष संरक्षा मूल्यांकन के आधार पर, कवच संस्करण 3.2 की आपूर्ति के लिए 2018-19 में तीन फर्मों को अनुमोदित किया गया था।
4. कवच को जुलाई, 2020 में राष्ट्रीय एटीपी प्रणाली के रूप में अपनाया गया था।
5. कवच प्रणाली के कार्यान्वयन में निम्नलिखित कार्यकलाप शामिल हैं:
   क. प्रत्येक स्टेशन, ब्लॉक खण्ड पर स्टेशन कवच का संस्थापन।
   ख. पूरे रेलपथ की लंबाई में आरएफआईडी टैग का संस्थापन।
   ग. समग्र खंड में दूरसंचार टावरों का संस्थापन।
   घ. रेलपथ के बगल में ऑप्टिकल फाइबर केबल बिछाना।
   ङ भारतीय रेल पर चल रहे प्रत्येक रेल इंजन पर लोको कवच का प्रावधान।
6. दक्षिण मध्य रेल के 1465 मार्ग किलोमीटर पर कवच संस्करण 3.2 के संस्थापन और प्राप्त

अनुभव के आधार पर आगे और सुधार किए गए थे। अंततः आरडीएसओ द्वारा दिनांक 16.07.2024 को कवच विशिष्टि संस्करण 4.0 को अनुमोदित किया गया था।

7. कवच 4.0 संस्करण में विविध रेल नेटवर्क के लिए आवश्यक सभी प्रमुख विशेषताएं शामिल हैं। यह भारतीय रेल की संरक्षा में एक महत्वपूर्ण उपलब्धि है। अल्प अवधि के भीतर, भारतीय रेल ने स्वचालित रेलगाड़ी सुरक्षा प्रणाली को विकसित, परीक्षित और संस्थापित करना शुरू कर दिया है।

8. कवच संस्करण 4.0 में किए गए प्रमुख सुधारों में अवस्थिति सटीकता में वृद्धि, बड़े यार्डों में सिगनल संबंधी पहलुओं की बेहतर जानकारी, ओएफसी पर स्टेशन-से-स्टेशन कवच इंटरफ़ेस और मौजूदा इलेक्ट्रॉनिक इंटरलॉकिंग प्रणाली से सीधा इंटरफ़ेस शामिल है। इन सुधारों के साथ, कवच संस्करण 4.0 को भारतीय रेल में बड़े पैमाने पर लागू करने की योजना है।

9. व्यापक और विस्तृत परीक्षणों के उपरांत, कवच संस्करण 4.0 को दिनांक 13.07.2026 को 2,490 मार्ग किलोमीटर पर सफलतापूर्वक चालू किया गया है, जिसमें मध्य प्रदेश एवं महाराष्ट्र से होकर गुजरने वाले खंडों सहित उच्च घनत्व वाले दिल्ली-मुंबई और दिल्ली-हावड़ा मार्ग निम्नानुसार शामिल हैं:

क्र.सं.	रेल खंड	प्रगति (मार्ग कि.मी.)
(1)	दिल्ली - मुंबई मार्ग: 1344 मार्ग किलोमीटर	
i	तिलक ब्रिज – जंक्शन केबिन – पलवल – मथुरा – नागदा – वडोदरा - विरार खंड (मंगल महुडी – पंच पिपलिया को छोड़कर)	1248
ii	वडोदरा– अहमदाबाद खंड	96
(2)	दिल्ली - हावड़ा मार्ग: 1146 मार्ग किलोमीटर	

i.	चिपियाना- टूण्डला – कानपुर - सूबेदारगंज खंड	563
ii.	कानपुर – लखनऊ खंड	71
iii.	डीडीयू (एफओसी) - भभूआ रोड रेल	50
iv.	सासाराम - फेसर खंड	43
v.	गया-सरमाटांड़ - निमियाघाट खंड	159
vi.	छोटा अमबाना – बर्द्धमान – हावड़ा खंड	260

10. इसके अलावा, मध्य प्रदेश एवं महाराष्ट्र से होकर गुजरने वाले रेलखंडों सहित भारतीय रेल के सभी जीक्यू, जीडी, एचडीएन और चिह्नित रेलखंडों को कवर करते हुए 21,937 मार्ग किलोमीटर पर कवच के रेलपथ साइड कार्यों का कार्यान्वयन प्रारंभ किया गया है।

11. भारतीय रेल खंडों पर कवच के प्रमुख मदों की कुल प्रगति निम्नानुसार है:

क्र.सं.	मदें	प्रगति
i	ऑप्टिकल फाइबर केबल बिछाना	11,253 कि.मी.
ii	दूरसंचार टावरों का संस्थापन	1,668 अदद
iii	स्टेशन डेटा सेंटर	958 स्टेशन
iv	रेलपथ साइड उपकरणों का संस्थापन	7,721 मार्ग कि.मी.
v	रेलइंजनों में कवच का प्रावधान	6,045 अदद

12. इसके अलावा, 7,435 रेल इंजनों और 1,200 ईएमयू/एमईएमयू में कवच संस्थापित करने का कार्य भी शुरू कर दिया गया है।

13. सभी संबंधित अधिकारियों को प्रशिक्षण देने के लिए भारतीय रेल के केंद्रीकृत प्रशिक्षण संस्थानों में कवच पर विशेष प्रशिक्षण कार्यक्रम आयोजित किए जा रहे हैं। अब तक 94,000 से अधिक तकनीशियनों, ऑपरेटरों और इंजीनियरों को कवच प्रौद्योगिकी के विषय पर

प्रशिक्षित किया जा चुका है। इसमें लगभग 57,000 लोको पायलट एवं सहायक लोको पायलट सम्मिलित हैं। यह पाठ्यक्रम इरिसेट के सहयोग से तैयार किया गया है।

DIGITAL INITIATIVES FOR MANAGEMENT OF HAJJ PILGRIMAGE

530. DR. NISHIKANT DUBEY:

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

(a) the digital initiatives undertaken to improve the management of Hajj pilgrimage for Indian pilgrims during Hajj 2026;

(b) the extent to which online systems have been implemented for application, selection, payment, accommodation and grievance redressal;

(c) the details of measures taken to enhance the welfare of pilgrims including healthcare, accommodation, transportation and emergency assistance during Hajj 2026; and

(d) whether the Government proposes to introduce any additional digital services or reforms to improve the Hajj experience in future and if so, the details thereof?

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

(a) and (b): The Government has undertaken several digital initiatives to improve the management of the Haj pilgrimage for Indian pilgrims during Haj 2026. The major initiatives are as follows:

i. **Haj Suvidha App 2.0:** The Ministry has launched Haj Suvidha App 2.0, an enhanced digital platform providing pilgrims with end-to-end

information and services relating to their Haj journey. The App facilitates access to travel schedules, accommodation details, baggage information, emergency contacts, SOS, health-related information, important advisories, and grievance redressal, thereby improving communication and service delivery. Pilgrims can register and track grievances through the Haj Suvidha App, facilitating timely resolution and improved service delivery.

ii. **Online Haj Application and Selection:** The Haj application process is conducted through an online portal and Haj Suvidha App, and the selection of pilgrims is carried out through a transparent, computerised process, ensuring efficiency and transparency.

iii. **Online Payment System:** Pilgrims can make Haj-related payments through secure online payment modes, facilitating timely and convenient financial transactions.

iv. **Online Flight Selection:** Pilgrims are provided with the facility to indicate their preferred flight dates and timings through the online system, subject to operational feasibility, thereby improving convenience and travel planning.

v. **Digital Submission of Passports:** The requirement for physical submission of passports has been dispensed with. Pilgrims can submit passport details digitally, reducing paperwork, processing time and the need for repeated visits to State/UT Haj Committees.

vi. **Digital Accommodation and Pilgrim Information:** Details relating to accommodation, flight details and other pilgrim-specific services are made available digitally through the Haj Suvidha App and the online Haj portal, enabling pilgrims to access information conveniently.

(c) and (d): The Government has taken several measures to enhance the welfare of Indian Haj pilgrims during Haj 2026, particularly in the areas of healthcare, accommodation, transportation and emergency assistance. The major initiatives are as follows:

i. **Improved Accommodation:** Hotel-style accommodation has been arranged for Indian Haj pilgrims in Makkah for Haj-2026 with improved amenities and services. In Mina camps, the traditional accommodation arrangements have been upgraded by providing sofa-cum-beds, ensuring greater comfort and better utilisation of space.

ii. **Medical Infrastructure in the Kingdom of Saudi Arabia:** Clinics, medical centres and dispensaries are established at key pilgrimage locations to provide medical services to Indian Haj pilgrims throughout the Haj period. The Government deputes qualified doctors, paramedics and other medical personnel to the Kingdom of Saudi Arabia to provide medical assistance to Indian Haj pilgrims.

iii. **Comprehensive Insurance Coverage:** Every Haj pilgrim is covered under a comprehensive insurance scheme providing coverage of up to ₹6.25 lakh, offering financial protection against unforeseen

contingencies during the pilgrimage.

iv. **Improved Transportation:** Indian Haj pilgrims are facilitated to travel between Makkah and Madinah through the High-Speed Rail, significantly reducing travel time and enhancing safety and convenience.

v. **Special Facilitation for Vulnerable Pilgrims:** Pilgrims aged 65 years and above are required to be accompanied by a companion to ensure adequate support and assistance throughout the pilgrimage.

The Government is committed to ensure the safety, welfare, comfort and overall well-being of Indian Haj pilgrims through digital services and reforms.

FIBER CABLES UNDER BHARATNET PROJECT

531. SHRI PRATAP CHANDRA SARANGI:

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

(a) the specifics of funds sanctioned, allocated and utilised under the BharatNet project, categorised by State, during the last three years;

(b) the number of villages connected under the BharatNet Project till date;

(c) the estimated timeline for connecting the remaining villages under the same project; and

(d) the details about the standards set for fiber cables under BharatNet?

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) BharatNet has been approved for broadband connectivity in a phased manner to all Gram Panchayats (GPs)/Villages in the country. Under BharatNet, during the last three financial years (2023-24 to 2025-26), an amount of ₹ 11,722.26 crore have been utilized against the final budget allocation of ₹ 17,000 crore. The State/UT-wise details of fund utilization during said period under BharatNet are given in **STATEMENT**.

Under BharatNet Phase-I and Phase-II, 2.14 lakh Gram Panchayats had been connected. The Government approved the Amended BharatNet Programme (ABP) on 04.08.2023 for upgradation of the existing BharatNet network, creation of network in balance GPs and Operation and Maintenance for 10 years. As on June 2026, 13,494 Gram Panchayats have been upgraded under the Programme. Fiber cables under ABP is as per standards issued by Telecommunication Engineering Centre, Department of Telecommunications.

STATEMENT

State/UT-wise details of Fund utilized under BharatNet during last three financial years (2023-24 to 2025-26)

Sl. No.	Name of States/ UT	Fund Utilized (Amount in ₹ crore)
1	Andaman and Nicobar	17.57
2	Andhra Pradesh	509.57
3	Assam	170.49
4	Bihar	589.99
5	Chhattisgarh	136.62
6	Gujrat (including Dadar and Nagar Haveli and Daman Diu)	532.29
7	Haryana	294.52
8	Himachal Pradesh	167.70
9	Jammu and Kashmir (including Ladakh)	240.16
10	Jharkhand	265.08
11	Karnataka	875.46
12	Kerala	293.76
13	Maharashtra (including Goa)	1,094.59
14	Madhya Pradesh (for ABP including DNH and DD)	1,020.71

15	NE-I (Meghalaya, Mizoram, Tripura)	25.62
16	NE-II (Arunachal Pradesh, Manipur, Nagaland)	162.44
17	Odisha	193.86
18	Puducherry	6.29
19	Punjab (including Chandigarh)	532.75
20	Rajasthan	782.78
21	Sikkim	3.48
22	Tamil Nadu	1,052.37
23	Telangana	465.60
24	Uttar Pradesh	1,539.34
25	Uttarakhand	286.59
26	West Bengal (for ABP including AandN)	462.66
	Grand Total	**11,722.26**

DEVELOPMENT OF TECHNOLOGY – DRIVEN EMPLOYMENT ECOSYSTEM

532. SHRI VISHNU DATT SHARMA:

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

(a) whether the Government is implementing initiatives to promote electronics manufacturing, electronics component production, IT/ITeS employment and

digital innovation across the country under programmes such as EMC 2.0, Digital India and other flagship schemes;

(b) if so, whether the Government has assessed the potential of developing a technology-driven employment ecosystem including electronics manufacturing, IT/ITeS centres, electronics component assembly, digital incubation or innovation facilities in Katni, Panna and Khajuraho of the Khajuraho Lok Sabha Constituency;

(c) if so, whether the Government is aware that the absence of such technology and knowledge-based infrastructure has constrained employment opportunities for educated youth in this predominantly rural and agriculture-based region; and

(d) if so, the details of the proposals, incentives or special measures under consideration to promote investment, digital entrepreneurship, electronics manufacturing and IT-enabled employment in the region?

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): Driven by 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. As a result of these initiatives, electronics manufacturing in India has expanded significantly

in the last 12 years, which can be seen from the following statistics:

#	2014-15	2025-26	Remarks
Production of electronics goods (₹)	~1.9 Lakh Cr	~13.11 Lakh Cr	Increased 7 times
Export of electronics goods (₹)	~38 thousand Cr	~4.24 Lakh Cr	Increased 11 times
Production of mobile phones (₹)	~18 thousand Cr	~6.27 Lakh Cr	Increased 33 times
Export of mobile phones (₹)	~1500 Cr	~ 2.59 Lakh Cr	Increased 165 times

From being an importer of mobile phones back in 2014, India has now become a net exporter. We have more than 300 mobile manufacturing units operational in the country. Mobile phones, which did not feature among India's top 100 export commodities in 2014, have emerged as the country's largest exported individual commodity in 2025–26, surpassing petroleum and gems and jewellery.

The Government adopted a well thought out strategy to develop India’s electronic manufacturing ecosystem – beginning with the manufacturing of finished products, followed by sub-assemblies, components, and eventually machinery and tools. At the same time, it focused on creating the necessary infrastructure to support electronics manufacturing. Some of the key initiatives undertaken to achieve this are:

PLI Scheme for Large Scale Electronics Manufacturing

To further provide momentum to electronics manufacturing, Government of India launched the PLI Scheme for Large Scale Electronics Manufacturing (LSEM) in 2020, aiming to boost domestic manufacturing of mobile phones in the country. The scheme has attracted cumulative investment worth Rs. 20,587 Cr and generated an additional employment of 1,69,150 (Direct jobs) during its tenure.

PLI Scheme 2.0 for IT Hardware

Subsequently, Government of India also launched the PLI Scheme 2.0 for IT Hardware in 2023 to create a robust domestic manufacturing ecosystem for IT

hardware (laptops, tablets, servers, etc.), attract large investments, reduce import reliance and make India a trusted global supply chain hub.

Under the scheme, total cumulative investment of Rs. 1056.36 crore and total cumulative employment of 5,216 (direct jobs) have been generated till June, 2026. One approved applicant under the scheme is located in Bhopal, MP, which attracted an investment of Rs. 17.76 Cr.

Mobile Phone Manufacturing Scheme (MPMS)

To further scale up the production in mobile phone manufacturing, deepen domestic value addition, strengthen supply chain resilience and enhance global competitiveness, the Union Cabinet approved Mobile Phone Manufacturing Scheme (MPMS) on 15.07.2026.

MPMS scheme also aims at building Indian brands to achieve technological sovereignty, capture large economic value and create Indian patents in design and R&D.

Electronics Components Manufacturing Scheme (ECMS)

Government launched ECMS to further deepen the supply chain ecosystem and develop robust electronics component ecosystem in the country.

It aims to attract investments across key components such as Printed Circuit Boards (PCBs), passive components, electro-mechanical components, sub-assemblies, camera modules, optical transceivers, and capital goods required for electronics manufacturing.

The scheme envisaged an investment of Rs 59,350 crore from the

domestic/global manufacturers in India and direct employment of 91,600 during the scheme tenure.

As on date, total 75 applications for 23 products have been approved across 12 States under ECMS. These approved units are expected to attract investments of Rs 61,671 crore, generate projected production of Rs 4.51 lakh crore, and create 65,040 direct employment opportunities.

Out of these 75 applications, 3 projects have been approved in Madhya Pradesh which are located at Bhopal, Gwalior and Dhar. These projects are expected to generate an investment of Rs. 1,397 Cr. and generate 1485 direct jobs.

Semicon India Programme

To promote the development of its manufacturing ecosystem in India, the Government launched Semicon India Programme in January 2022. Government focused on developing the value chain of semiconductor ecosystem from design, fabrication, packaging, testing, validation, etc.

Government has executed the Semiconductor program with speed, precision and policy clarity. Till date, Government has approved 12 projects spanning across 6 states namely Andhra Pradesh, Assam, Gujarat, Punjab, Odisha and Uttar Pradesh with investment commitments of about ₹1.64 lakh crore. These projects are expected to generate around 31,000 direct jobs. In a short span of 4 years, commercial production has already commenced from three plants - Micron, Kaynes and CG Semi. Construction is progressing rapidly in other

units.

As a foundational industry, semiconductor manufacturing is expected to have a cascading impact on employment generation across the supply chain and allied sectors, leading to significant indirect job creation.

Semicon 2.0

Building on the success of Semicon India 1.0, the Union Cabinet approved Semicon 2.0 on July 15, 2026. This initiative aims to establish a self-reliant, globally competitive semiconductor design and manufacturing ecosystem. Semicon2.0 is built upon six pillars: semiconductor design, machines and materials, fabrication units (fabs), ATMP/OSAT industry, research and development, and talent development.

Electronics Manufacturing Clusters (EMC 2.0)

The scheme provides plug-and-play manufacturing infrastructure with ready land, utilities, and common facilities to reduce setup time and enhance production efficiency.

Under EMC and EMC 2.0 schemes, total 31 Greenfield Electronics Manufacturing Clusters (EMCs) and 5 common facility center (CFCs) have been approved across 18 States in the country. As of now, these clusters have mobilized investments of more than Rs.33,000 crore and generated employment around 103,000 jobs.

Under the EMC Scheme, two (02) green field EMC projects have been approved at Badwal-Bhopal and Purva-Jabalpur in MP, with total cost of

Rs.85.76 crore, including central financial assistance of Rs.38.62 crore covering an area of 90 acres.

The total Investment mobilized in both EMCs is Rs. 147.8 crores and employment generated is 1366 persons.

Employment Generation in Electronics Manufacturing

Today India's electronics manufacturing sector supports ~25 lakh jobs (direct and indirect) reflecting the sector's growing role in creating industrial employment opportunities. The mobile manufacturing ecosystem alone currently employs around 12 lakh people (both direct and in-direct) across the value chain.

The electronics manufacturing sector has emerged as an important sector for gender-inclusive industrial growth, with a few high-precision mobile phone manufacturing segment employing almost 70% of the total workforce as women workforce.

Further, it may be noted that the Government of India initiatives are Pan India in nature. Location of the manufacturing units is decided by the industry.

Indian IT/ITeS industry

Our IT industry has been progressively contributing to the growth of exports and creation of employment opportunities. It is expected to grow by ~6% to reach at USD 315 Billion in FY2025-26 (E) including exports of USD 246 Billion.

The IT-ITeS Industry has created large employment opportunities and is

estimated to employ ~6 million professionals. (As per industry estimates)

Initiatives for Capacity Building and Digital Entrepreneurship

Government is consciously aware of the technology and knowledge-based infrastructure, an important factor for employment opportunities in rural and semi-urban areas. To enable this Government has taken various measures for capacity building.

(i) **FutureSkills Prime** is a collaborative initiative of Government of India and NASSCOM. It provides skilling, reskilling, and upskilling in emerging technologies such as Artificial Intelligence, Big Data Analytics, Internet of Things (IoTs), Cyber Security, Blockchain, Augmented Reality/Virtual Reality (AR/VR), etc.

Under the programme, so far, more than 34 lakh candidates have registered on the portal, out of which there have been 23 lakh+ candidates enrolled/trained in various courses. In the state of Madhya Pradesh, more than 67,000 candidates have enrolled/trained in various courses.

(ii) **National Institute of ELECTRONICS AND INFORMATION TECHNOLOGY (NIELIT)** provides digital literacy courses such as Awareness in Computer Concept (ACC), Course on Computer Concepts (CCC) etc. It has trained 43 lakh+ candidates under various courses, including digital literacy and cyber security awareness in last 05 years. NIELIT has more than 350 Facilitation Centres spread across the State of Madhya Pradesh, out of which nearly 15 centres are located in the districts

of Katni and Panna for promoting Digital Literacy Courses (DLC).

To strengthen the entrepreneurship ecosystem in the Electronics and ICT domain across Tier- II and Tier-III cities in India, MeitY has undertaken several initiatives

(i) **Common Services Centres (CSCs)** offer government and business services in digital mode, thereby enhancing last-mile connectivity in rural areas through Village Level Entrepreneurs (VLEs).

VLEs earn money through service fees, and incentives by providing digital, financial, and government services to rural citizens such as bill payments, Aadhar related services etc.

Over 800 services are being delivered through 5.01 lakh CSCs functional across the country (in rural and urban areas).

38,024 CSCs are functional in the state of Madhya Pradesh, including 858 CSCs in Katni, 587 CSCs in Panna and 1438 CSCs in Chhatarpur district (includes Khajuraho region).

(ii) **GENESIS (Gen-Next Support for Innovative Startups) Scheme:** MeitY has initiated the 'Gen-Next Support for Innovative Startups (GENESIS)' Scheme in the year 2023 with the aim to strengthen the startup ecosystem in Tier-II and Tier-III cities across India. The scheme envisages scaling up about 1,600 technology startups, to discover, nurture and grow technology startups. The Scheme is being implemented through 65 incubation centres as Implementing Agencies.

(iii) The STPI centres provide Incubation services, High Speed Data Communication services, Cloud services and other statutory support services so that entrepreneurs with innovative ideas can establish their startups with the help of STPI. The incubation facility provides opportunity of meeting with investors like Venture Capitalists (VCs), mentors from IITs/NITs/Industry and networking opportunity. Government has setup 73 Software Technology Parks of India (STPI) centres across the country including 65 centres in Tier II/III cities. Out of these, three (3) centres have been established at Bhopal, Indore, and Gwalior.

वापी रेलवे स्टेशन पर दस एक्सप्रेस ट्रेनों का वाणिज्यिक ठहराव

533. श्री उमेषभाई बाबूभाई पटेल:

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

(क) क्या पश्चिम रेलवे ने वापी रेलवे स्टेशन पर दस महत्वपूर्ण एक्सप्रेस ट्रेनों के वाणिज्यिक ठहराव के लिए रेलवे बोर्ड को एक प्रस्ताव भेजा है;

(ख) यदि हाँ, तो यह प्रस्ताव वर्तमान में किस चरण पर लंबित है और इसकी स्वीकृति में विलंब के क्या कारण हैं;

(ग) क्या सरकार का दादरा और नगर हवेली तथा दमन और दीव के लाखों यात्रियों को सुविधा प्रदान करने के साथ-साथ उक्त स्टेशन के औद्योगिक व वाणिज्यिक महत्व और यात्री सुविधाओं को ध्यान में रखते हुए उक्त ट्रेनों के ठहराव को शीघ्र स्वीकृति देने का विचार है; और

(घ) यदि हाँ, तो उक्त प्रस्ताव की स्वीकृति की संभावित समय-सीमा क्या है और यदि नहीं, तो

इसके क्या कारण हैं?

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

(क) से (घ): क्षेत्रीय रेलों से विचार विमर्श और उस पर निर्णय के लिए प्रस्तावों की प्राप्ति एक सतत और निरंतर चलने वाली प्रक्रिया है। वर्तमान में, वापी स्टेशन 4 वंदे भारत एक्सप्रेस रेलगाड़ी सेवाओं सहित 210 रेलगाड़ी सेवाओं से सेवित है, जो दिल्ली, मुंबई, चेन्नई, तिरुवनंतपुरम, अहमदाबाद, पुणे, जोधपुर, जयपुर, अमृतसर, बेंगलुरु, गोरखपुर, हरिद्वार, जम्मू तवी जैसे महत्वपूर्ण गंतव्यों तक संपर्कता प्रदान करती हैं। वापी स्टेशन को सेवित करने वाली रेलगाड़ियों की सूची इस प्रकार है:

क्र.सं.	**रेलगाड़ी संख्या और नाम**
1	20901 मुंबई सेंट्रल-गांधीनगर कैपिटल वंदे भारत एक्सप्रेस
2	20902 गांधीनगर कैपिटल-मुंबई सेंट्रल वंदे भारत एक्सप्रेस
3	22961 मुंबई सेंट्रल-अहमदाबाद वंदे भारत एक्सप्रेस
4	22962 अहमदाबाद-मुंबई सेंट्रल वंदे भारत एक्सप्रेस
5	11049 अहमदाबाद-श्री छत्रपती शाहू महाराज टर्मिनस कोल्हापूर एक्सप्रेस
6	11050 श्री छत्रपती शाहू महाराज टर्मिनस कोल्हापूर-अहमदाबाद एक्सप्रेस
7	11087 वेरावल-पुणे एक्सप्रेस
8	11088 पुणे-वेरावल एक्सप्रेस
9	11089 भगत की कोठी-पुणे एक्सप्रेस
10	11090 पुणे-भगत की कोठी एक्सप्रेस
11	11091 भुज-पुणे एक्सप्रेस

12	11092 पुणे-भुज एक्सप्रेस
13	12009 मुंबई सेंट्रल-अहमदाबाद शताब्दी एक्सप्रेस
14	12010 अहमदाबाद-मुंबई सेंट्रल शताब्दी एक्सप्रेस
15	12471 बान्द्रा(टर्मिनस)-श्री माता वैष्णो देवी कटडा स्वराज एक्सप्रेस
16	12472 श्री माता वैष्णो देवी कटड़ा स्वराज-बान्द्रा(टर्मिनस) स्वराज एक्सप्रेस
17	12479 जोधपुर -बान्द्रा(टर्मिनस) सूर्यनगरी एक्सप्रेस
18	12480 बान्द्रा(टर्मिनस)-जोधपुर सूर्यनगरी एक्सप्रेस
19	12489 श्री गंगानगर-दादर एक्सप्रेस
20	12490 दादर-श्री गंगानगर एक्सप्रेस
21	12493 मिरज-हज़रत निज़ामुद्दीन एक्सप्रेस
22	12494 हज़रत निज़ामुद्दीन-मिरज एक्सप्रेस
23	12921 मुंबई सेंट्रल-सूरत फ्लाइंग रानी एक्सप्रेस
24	12922 सूरत -मुंबई सेंट्रल फ्लाइंग रानी एक्सप्रेस
25	12925 बान्द्रा (टर्मिनस)-अमृतसर पश्चिम एक्सप्रेस
26	12926 अमृतसर-बान्द्रा(टर्मिनस) पश्चिम एक्सप्रेस
27	12931 मुंबई सेंट्रल-अहमदाबाद डबल डेकर एक्सप्रेस
28	12932 अहमदाबाद -मुंबई सेंट्रल डबल डेकर एक्सप्रेस
29	12933 बान्द्रा(टर्मिनस)-वटवा कर्णावती एक्सप्रेस
30	12934 अहमदाबाद-बान्द्रा(टर्मिनस) कर्णावती एक्सप्रेस
31	12935 बान्द्रा(टर्मिनस)-सूरत एक्सप्रेस
32	12936 सूरत-बान्द्रा(टर्मिनस) एक्सप्रेस
33	12953 मुंबई सेंट्रल-हजरत निज़ामुद्दीन राजधानी एक्सप्रेस

34	12954 हजरत निज़ामुद्दीन-मुंबई सेंट्रल राजधानी एक्सप्रेस
35	12955 मुंबई सेंट्रल-जयपुर एक्सप्रेस
36	12956 जयपुर-मुंबई सेंट्रल एक्सप्रेस
37	12961 मुंबई सेंट्रल-इंदौर अवंतिका एक्सप्रेस
38	12962 इंदौर-मुंबई सेंट्रल अवंतिका एक्सप्रेस
39	12971 बान्द्रा(टर्मिनस)-भावनगर एक्सप्रेस
40	12972 भावनगर–बान्द्रा (टर्मिनस) एक्सप्रेस
41	12977 एरणाकुलम-अजमेर मरु सागर एक्सप्रेस
42	12978 अजमेर-एरणाकुलम मरु सागर एक्सप्रेस
43	12979 बान्द्रा (टर्मिनस)-जयपुर एक्सप्रेस
44	12980 जयपुर–बान्द्रा (टर्मिनस) एक्सप्रेस
45	12995 बान्द्रा (टर्मिनस)-अजमेर एक्सप्रेस
46	12996 अजमेर–बान्द्रा (टर्मिनस) एक्सप्रेस
47	12997 बान्द्रा (टर्मिनस)-बाड़मेर एक्सप्रेस
48	12998 बाड़मेर-बान्द्रा(टर्मिनस) एक्सप्रेस
49	14701 श्री गंगानगर -बान्द्रा (टर्मिनस) अमरापुर अरावली एक्सप्रेस
50	14702 बान्द्रा (टर्मिनस)-श्री गंगानगर अमरापुर अरावली एक्सप्रेस
51	14707 हनुमानगढ़-दादर रणकपुर एक्सप्रेस हनुमांगढ़
52	14708 दादर-हनुमानगढ़ रणकपुर एक्सप्रेस
53	14805 यशवंतपुर-बाड़मेर एक्सप्रेस
54	14806 बाड़मेर-यशवंतपुर एक्सप्रेस
55	14807 जोधपुर-दादर एक्सप्रेस

56	14808 दादर-जोधपुर एक्सप्रेस
57	15067 गोरखपुर-बान्द्रा(टर्मिनस) एक्सप्रेस
58	15068 बान्द्रा(टर्मिनस)-गोरखपुर एक्सप्रेस
59	16209 अजमेर-मैसूरु एक्सप्रेस
60	16210 मैसूरु-अजमेर एक्सप्रेस
61	16311 श्री गंगानगर-तिरुवनंतपुरम उत्तर एक्सप्रेस
62	16312 तिरुवनंतपुरम उत्तर-श्री गंगानगर एक्सप्रेस
63	16333 वेरावल- तिरुवनंतपुरम सेंट्रल एक्सप्रेस
64	16334 तिरुवनंतपुरम सेंट्रल-वेरावल एक्सप्रेस
65	16335 गांधीधाम-नागरकोविल एक्सप्रेस
66	16336 नागरकोविल - गांधीधाम एक्सप्रेस
67	16531 अजमेर केएसआर बेंगलुरु गरीब नवाज एक्सप्रेस
68	16532 के एस आर बेंगलुरु-अजमेर गरीब नवाज एक्सप्रेस
69	16587 यशवंतपुर-बीकानेर एक्सप्रेस
70	16588 बीकानेर-यशवंतपुर एक्सप्रेस
71	19001 विरार-सूरत एक्सप्रेस
72	19002 सूरत- विरार एक्सप्रेस
73	19003 दादर- भुसावल खानदेश एक्सप्रेस
74	19004 भुसावल- दादर खानदेश एक्सप्रेस
75	19015 दादर– पोरबंदर सौराष्ट्र एक्सप्रेस
76	19016 पोरबंदर- दादर सौराष्ट्र एक्सप्रेस
77	19019 बान्द्रा(टर्मिनस)-हरिद्वार एक्सप्रेस

78	19020 हरिद्वार-बान्द्रा(टर्मिनस) एक्सप्रेस
79	19027 बान्द्रा(टर्मिनस)-जम्मू तवी विवेक एक्सप्रेस
80	19028 जम्मू तवी-बान्द्रा(टर्मिनस) विवेक एक्सप्रेस
81	19037 बान्द्रा(टर्मिनस)-बरौनी अवध एक्सप्रेस
82	19038 बरौनी -बान्द्रा(टर्मिनस) अवध एक्सप्रेस
83	19057 सूरत-मंगलूरु एक्सप्रेस
84	19058 मंगलूरु-सूरत एक्सप्रेस
85	19091 बान्द्रा(टर्मिनस)-गोरखपुर हमसफर एक्सप्रेस
86	19092 गोरखपुर-बान्द्रा(टर्मिनस) हमसफर एक्सप्रेस
87	19101 विरार-भरुच एक्सप्रेस
88	19102 सूरत-विरार एक्सप्रेस
89	19203 बान्द्रा(टर्मिनस)-वेरावल एक्सप्रेस
90	19204 वेरावल-बान्द्रा(टर्मिनस) एक्सप्रेस
91	19217 बान्द्रा(टर्मिनस)-वेरावल एक्सप्रेस
92	19218 वेरावल-बान्द्रा(टर्मिनस) एक्सप्रेस
93	19417 बोरीवली-वटवा एक्सप्रेस
94	19418 अहमदाबाद-बोरीवली एक्सप्रेस
95	19425 बोरीवली-नंदुरबार एक्सप्रेस
96	19426 नंदुरबार-बोरीवली एक्सप्रेस
97	19567 तूत्तुक्कुडि-ओखा विवेक एक्सप्रेस
98	19568 ओखा-तूत्तुक्कुडि विवेक एक्सप्रेस
99	19577 तिरुनेलवेली-जामनगर एक्सप्रेस

100	19578 जामनगर-तिरुनेलवेली एक्सप्रेस
101	19625 अजमेर-बान्द्रा(टर्मिनस) एक्सप्रेस
102	19626 बान्द्रा(टर्मिनस)-अजमेर एक्सप्रेस
103	20163 बान्द्रा(टर्मिनस)-जबलपुर एक्सप्रेस
104	20164 जबलपुर-बान्द्रा (टर्मिनस) एक्सप्रेस
105	20475 बीकानेर-मिरज एक्सप्रेस
106	20476 मिरज-बीकानेर एक्सप्रेस
107	20483 भगत की कोठी -दादर एक्सप्रेस
108	20484 दादर-भगत की कोठी एक्सप्रेस
109	20495 जोधपुर-हडपसर एक्सप्रेस
110	20496 हडपसर-जोधपुर एक्सप्रेस
111	20693 जोधपुर-केएसआर बेंगलुरु एक्सप्रेस
112	20694 के एस आर बेंगलुरु-जोधपुर एक्सप्रेस
113	20907 दादर-भुज एक्सप्रेस
114	20908 भुज-दादर एक्सप्रेस
115	20919 एमजीआर चेन्नै सेंट्रल –एकता नगर एक्सप्रेस
116	20920 एकता नगर- एमजीआर चेन्नै सेंट्रल एक्सप्रेस
117	20921 बान्द्रा (टर्मिनस)-लखनऊ एक्सप्रेस
118	20922 लखनऊ-बान्द्रा(टर्मिनस) एक्सप्रेस
119	20931 तिरुवनंतपुरम नॉर्थ-इंदौर एक्सप्रेस
120	20932 इंदौर-तिरुवनंतपुरम नॉर्थ एक्सप्रेस
121	20941 बान्द्रा (टर्मिनस)-गाजीपुर सिटी एक्सप्रेस

122	20942 गाजीपुर सिटी-बान्द्रा(टर्मिनस) एक्सप्रेस
123	20943 बान्द्रा(टर्मिनस)-भगत की कोठी हमसफर एक्सप्रेस
124	20944 भगत की कोठी-बान्द्रा(टर्मिनस) हमसफर एक्सप्रेस
125	20953 एमजीआर चेन्नै सेन्ट्रल-अहमदाबाद एक्सप्रेस
126	20954 अहमदाबाद -एमजीआर चेन्नै सेन्ट्रल एक्सप्रेस
127	20967 सिकंदराबाद-पोरबंदर एक्सप्रेस
128	20968 पोरबंदर-सिकंदराबाद एक्सप्रेस
129	20991 अजमेर-दौण्ड एक्सप्रेस
130	20992 दौण्ड-अजमेर एक्सप्रेस
131	20995 अजमेर-बान्द्रा(टर्मिनस) एक्सप्रेस
132	20996 बान्द्रा(टर्मिनस)-अजमेर एक्सप्रेस
133	21901 बान्द्रा(टर्मिनस)-बाड़मेर हमसफर एक्सप्रेस
134	21902 बाड़मेर -बान्द्रा(टर्मिनस) हमसफर एक्सप्रेस
135	21903 बान्द्रा(टर्मिनस)-बीकानेर एक्सप्रेस
136	21904 बीकानेर-बान्द्रा(टर्मिनस) एक्सप्रेस
137	21907 मुंबई सेंट्रल-काठ्गोदाम एक्सप्रेस
138	21908 काठ्गोदाम-मुंबई सेंट्रल एक्सप्रेस
139	22185 अहमदाबाद-पुणे अहिंसा एक्सप्रेस
140	22186 पुणे-अहमदाबाद अहिंसा एक्सप्रेस
141	22193 दौण्ड-ग्वालियर एक्सप्रेस
142	22194 ग्वालियर-दौण्ड एक्सप्रेस
143	22195 वीरांगना लक्ष्मीबाई झांसी-बान्द्रा(टर्मिनस) एक्सप्रेस

144	22196 बान्द्रा(टर्मिनस)-वीरांगना लक्ष्मीबाई झांसी एक्सप्रेस
145	22443 कानपुर सेंट्रल-बान्द्रा(टर्मिनस) एक्सप्रेस
146	22444 बान्द्रा(टर्मिनस)-कानपुर सेंट्रल एक्सप्रेस
147	22475 हिसार-कोयम्बत्तूर एक्सप्रेस
148	22476 कोयम्बत्तूर–हिसार एक्सप्रेस
149	22543 बान्द्रा(टर्मिनस)-लालकुआँ एक्सप्रेस
150	22544 लालकुआँ-बान्द्रा(टर्मिनस) एक्सप्रेस
151	22653 तिरुवनंतपुरम सेंट्रल–हज़रत निज़ामुद्दीन एक्सप्रेस
152	22654 हज़रत निज़ामुद्दीन- तिरुवनंतपुरम सेंट्रल एक्सप्रेस
153	22655 एरणाकुलम-हज़रत निज़ामुद्दीन एक्सप्रेस
154	22656 हज़रत निज़ामुद्दीन-एरणाकुलम एक्सप्रेस
155	22717 राजकोट–सिकंदराबाद एक्सप्रेस
156	22718 सिकंदराबाद-राजकोट एक्सप्रेस
157	22907 मड्गाँव- हापा एक्सप्रेस
158	22908 हापा-मड्गाँव एक्सप्रेस
159	22913 बान्द्रा(टर्मिनस)-सहरसा हमसफर एक्सप्रेस
160	22914 सहरसा-बान्द्रा(टर्मिनस) हमसफर एक्सप्रेस
161	22915 बान्द्रा(टर्मिनस)-हिसार एक्सप्रेस
162	22916 हिसार-बान्द्रा(टर्मिनस) एक्सप्रेस
163	22917 बान्द्रा(टर्मिनस)-हरिद्वार एक्सप्रेस
164	22918 हरिद्वार-बान्द्रा(टर्मिनस) एक्सप्रेस
165	22921 बान्द्रा(टर्मिनस)-गोरखपुर अंत्योदय एक्सप्रेस

166	22922 गोरखपुर-बान्द्रा(टर्मिनस) अंत्योदय एक्सप्रेस
167	22923 बान्द्रा(टर्मिनस)-जामनगर एक्सप्रेस
168	22924 जामनगर-बान्द्रा(टर्मिनस) एक्सप्रेस
169	22927 बान्द्रा(टर्मिनस)-अहमदाबाद लोकशक्ति एक्सप्रेस
170	22928 अहमदाबाद-बान्द्रा(टर्मिनस) लोकशक्ति एक्सप्रेस
171	22929 दहानू रोड -वडोदरा एक्सप्रेस
172	22930 वडोदरा-दहानू रोड एक्सप्रेस
173	22931 बान्द्रा(टर्मिनस)-जैसलमेर एक्सप्रेस
174	22932 जैसलमेर-बान्द्रा(टर्मिनस) एक्सप्रेस
175	22933 बान्द्रा(टर्मिनस)-जयपुर एक्सप्रेस
176	22934 जयपुर-बान्द्रा(टर्मिनस) एक्सप्रेस
177	22935 बान्द्रा(टर्मिनस)-पालीताना एक्सप्रेस
178	22936 पालीताना-बान्द्रा(टर्मिनस) एक्सप्रेस
179	22945 मुंबई सेंट्रल-ओखा एक्सप्रेस
180	22946 ओखा-मुंबई सेंट्रल एक्सप्रेस
181	22949 बान्द्रा (टर्मिनस)-दिल्ली सराय रोहिल्ला एक्सप्रेस
182	22950 दिल्ली सराय रोहिल्ला-बान्द्रा(टर्मिनस) एक्सप्रेस
183	22951 बान्द्रा(टर्मिनस)-गांधीधाम एक्सप्रेस
184	22952 गांधीधाम-बान्द्रा(टर्मिनस) एक्सप्रेस
185	22953 मुंबई सेंट्रल-अहमदाबाद एक्सप्रेस
186	22954 अहमदाबाद-मुंबई सेंट्रल एक्सप्रेस
187	22955 बान्द्रा(टर्मिनस)-भुज कच्छ एक्सप्रेस

188	22956 भुज -बान्द्रा(टर्मिनस) कच्छ एक्सप्रेस
189	22963 बान्द्रा (टर्मिनस)-भावनगर एक्सप्रेस
190	22964 भावनगर-बान्द्रा(टर्मिनस) एक्सप्रेस
191	22971 बान्द्रा(टर्मिनस)-पटना एक्सप्रेस
192	22972 पटना-बान्द्रा(टर्मिनस) एक्सप्रेस
193	22975 बान्द्रा(टर्मिनस)-रामनगर एक्सप्रेस
194	22976 रामनगर -बान्द्रा(टर्मिनस) एक्सप्रेस
195	22989 बान्द्रा(टर्मिनस)-महुवा एक्सप्रेस
196	22990 महुवा-बान्द्रा(टर्मिनस) एक्सप्रेस
197	59023 मुंबई सेंट्रल-वलसाड पैसेंजर
198	59024 वलसाड-मुंबई सेंट्रल पैसेंजर
199	59039 विरार-वलसाड पैसेंजर
200	59040 वापी-मुंबई सेंट्रल पैसेंजर
201	59045 मुंबई सेंट्रल-वापी पैसेंजर
202	59046 वलसाड-विरार पैसेंजर
203	69139 बोरीवली-वलसाड मेमू
204	69140 सूरत -विरार मेमू
205	69141 विरार-सूरत मेमू
206	69142 सूरत-विरार मेमू
207	69153 उमरगाम रोड–वलसाड मेमू
208	69154 वलसाड-उमरगाम रोड मेमू
209	82901 मुंबई सेंट्रल-अहमदाबाद तेजस एक्सप्रेस

210	82902 अहमदाबाद-मुंबई सेंट्रल तेजस एक्सप्रेस

इसके अलावा, भारतीय रेल पर, रेलगाडी सेवाओं के ठहराव का प्रावधान एक निरंतर चलने वाली प्रक्रिया है जो यातायात औचित्य, परिचालनिक व्यवहार्यता आदि पर निर्भर करती है।

PRADHAN MANTRI JAN VIKAS KARYAKRAM

534. SHRI MALAIYARASAN D

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

(a) the present status of implementation of the Pradhan Mantri Jan Vikas Karyakram (PMJVK) across the country, along with the details of funds allocated, sanctioned, released and expenditure incurred during the last five years, State/UT-wise particularly Kallakurichi Lok Sabha Constituency of Tamil Nadu;

(b) the details of the number of projects sanctioned, in progress and completed under PMJVK in sectors such as education, skill development, health, sanitation and basic infrastructure, district-wise;

(c) the criteria adopted for identification of minority concentration areas under the scheme and whether any revision or updation of such criteria has been undertaken in recent years and if so, the details thereof;

(d) whether instances of delay, non-completion or cost escalation of projects have been reported and if so, the details thereof and the corrective measures

taken thereon; and

(e) the details of monitoring mechanisms, geo-tagging, third-party evaluation and social audit systems in place to ensure transparency and accountability?

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 and one of the flagship programmes of the Ministry of Minority Affairs. The Scheme aims to create community infrastructure in Minority Concentration Areas across the country in sectors such as Health, Education, Skill Development, Women-centric Projects, Drinking Water and Sanitation, Sports, Renewable Energy, Tourism, Animal Husbandry and other community infrastructure.

PMJVK is a demand-driven scheme, and no State/UT-wise allocation of funds is made under the Scheme. The State/UT-wise details of projects sanctioned, funds released and expenditure incurred during the last five years are enclosed at **STATEMENT-I.**

Further, no project has been sanctioned under PMJVK in Kallakurichi Lok Sabha Constituency of Tamil Nadu during the last five years.

(b) The district-wise status of projects sanctioned under PMJVK in sectors such as education, skill development, health, sanitation, sports and other community infrastructure are placed at **STATEMENT-II.**

(c) and (d): As per the revised guidelines of the Pradhan Mantri Jan Vikas Karyakram (PMJVK), the Scheme is being implemented in all districts across

the country. Under the Scheme, the States/UTs may propose infrastructure projects in identified areas where the concentration of minority population is more than 25% within a catchment area of a 15 km radius.

No revision or updation has been made to the identification criteria during the period under reference.

Further, as per the PMJVK guidelines, any increase in project cost arising due to time overruns and/or cost overruns is required to be borne by the respective State Government/Union Territory Administration. Accordingly, the responsibility for addressing delays, non-completion and cost escalations in project implementation rests with the concerned State Government/UT Administration in accordance with the Scheme guidelines.

(e) To ensure transparency, accountability and effective monitoring of projects under the Scheme, the Ministry has developed a dedicated PMJVK Portal, which provides an end-to-end digital platform for monitoring the entire project lifecycle, including proposal submission, appraisal, approval, release of funds, implementation and completion. States/UTs regularly upload progress reports, geo-tagged photographs and milestone-wise updates on the portal to facilitate real-time monitoring.

Further, the NIGRANI Mobile App has been launched to enable field-level monitoring through geo-tagged photographs and real-time data uploads directly from project sites.

In addition, projects are monitored through periodic review meetings,

field inspections and reports submitted by the implementing agencies. Third-party evaluation studies are undertaken from time to time to assess the effectiveness and impact of the scheme. Social audit, wherever applicable, is carried out in accordance with the guidelines/instructions issued by the respective State/UT Governments and the provisions governing the implementing agencies.

These mechanisms collectively strengthen transparency, accountability and timely corrective action in the implementation of the Scheme.

STATEMENT-I

State-wise details of status of projects sanctioned, funds released and expenditure incurred during the last five years under PMJVK

S.No.	State/UT	Total Projects Approved	Projects Completed	Projects in Progress	Total Cost Approved (Rs. in crore)	Total Cost (Central Share) (Rs. in crore)	Total Release (Rs. in crore)	Expenditure incurred (Rs. in crore)
1	ARUNACHAL PRADESH	78	26	44	234.01	210.61	197.6	75.15
2	BIHAR	8	0	0	114.21	68.53	6.22	0
3	HIMACHAL PRADESH	90	0	74	192.66	173.4	14.13	18.25
4	KARNATAKA	32	1	31	341.56	204.94	198.56	67.49
5	KERALA	13	8	5	118.82	71.29	44.51	0.13
6	LADAKH	2	0	2	14.5	14.5	15.98	0
7	MAHARASHTRA	1637	1570	67	141.07	84.64	123.88	49.64
8	MEGHALAYA	1	0	1	151.96	136.76	112.05	52.92
9	MIZORAM	27	7	0	154.56	139.1	256.6	24.64
10	NAGALAND	16	0	16	210.52	189.47	215.42	88.33
11	PUNJAB	0	0	0	0	0	104.71	0
12	RAJASTHAN	42	8	27	40.99	24.54	54.49	13.18
13	SIKKIM	45	21	24	776.64	698.98	543.14	511.99
14	TAMILNADU	58	51	6	615.47	369.28	388.78	353.79
15	TRIPURA	5	5	0	12.07	10.86	24.43	10.86
16	UTTAR PRADESH	14	9	5	60.13	36.08	292.38	20.67
17	UTTARAKHAND	14	0	14	121.77	109.59	143.72	85.3
18	WEST BENGAL	1593	1567	26	82.81	49.69	78.84	38.82

STATEMENT-II

District-wise status of projects sanctioned under PMJVK in sectors such as education, skill development, health, sanitation, sports and other community infrastructure

S.No.	District Name	Total Units	Units Completed	Units in progress	Units Dropped	Units To be Dropped	Units Not Started
1	ADILABAD	724	719	3	2	0	0
2	AHMADABAD	1	0	0	0	0	1
3	AHMEDNAGAR	10	8	0	2	0	0
4	AIZAWL	3	0	0	0	0	3
5	AJMER	45	44	1	0	0	0
6	AKOLA	1306	335	946	25	0	0
7	ALAPPUZHA	26	2	1	23	0	0
8	ALIGARH	3520	1764	0	1756	0	0
9	ALIPURDUAR	411	410	1	0	0	0
10	ALWAR	4109	3937	2	165	4	1
11	AMBEDKAR NAGAR	2654	1328	0	1326	0	0
12	AMETHI	2554	996	1	1556	1	0
13	AMRAVATI	215	183	21	11	0	0
14	ANAND	7	0	0	7	0	0
15	ANANTAPUR	684	661	0	23	0	0
16	ANJAW	2	0	0	0	0	2
17	ARARIA	9706	1931	84	7665	24	2
18	ARVALLI	7	4	0	3	0	0
19	AURANGABAD	169	158	11	0	0	0
20	AYODHYA	917	465	0	452	0	0
21	AZAMGARH	2590	1302	22	1266	0	0
22	BAGALKOTE	1955	1955	0	0	0	0
23	BAGHPAT	1948	1194	1	753	0	0
24	BAHRAICH	15835	11116	7	4712	0	0
25	BAKSA	1	1	0	0	0	0
26	BALANGIR	374	358	1	12	0	3
27	BALLARI	112	109	2	1	0	0
28	BALRAMPUR	14130	8711	25	5388	6	0
29	BANKA	16	6	0	10	0	0
30	BANKURA	54900	38244	0	16656	0	0
31	BANSWARA	44	40	0	4	0	0
32	BARABANKI	13345	10166	0	3179	0	0

S.No.	District Name	Total Units	Units Completed	Units in progress	Units Dropped	Units To be Dropped	Units Not Started
33	BAREILLY	8305	7252	22	1031	0	0
34	BARMER	960	626	1	333	0	0
35	BARPETA	23778	20285	159	3333	0	1
36	BASTI	162	107	0	55	0	0
37	BEED	15	6	0	9	0	0
38	BELAGAVI	63	60	1	2	0	0
39	BENGALURU RURAL	1	0	1	0	0	0
40	BHADOHI	1543	775	2	766	0	0
41	BHADRAK	122	122	0	0	0	0
42	BHAGALPUR	171	53	10	108	0	0
43	BHARATPUR	1987	1935	3	49	0	0
44	BHARUCH	13	5	1	7	0	0
45	BHAVNAGAR	1	0	0	1	0	0
46	BHOPAL	1537	1125	1	410	1	0
47	BIDAR	3467	3459	8	0	0	0
48	BIJAPUR	8	8	0	0	0	0
49	BIJNOR	27027	17987	2	9036	2	0
50	BIKANER	22	22	0	0	0	0
51	BIRBHUM	13415	13360	5	50	0	0
52	BISWANATH	222	214	8	0	0	0
53	BONGAIGAON	4544	3024	463	1056	0	1
54	BUDAUN	6120	5410	22	688	0	0
55	BULANDSHAHR	808	699	16	93	0	0
56	BULDHANA	4092	3782	21	280	3	6
57	BUNDI	30	23	5	1	0	1
58	BURHANPUR	26	26	0	0	0	0
59	CACHAR	5970	3942	35	1973	0	20
60	CENTRAL	22	20	0	0	0	2
61	CHAMARAJANAGARA	1	0	1	0	0	0
62	CHAMBA	4	0	2	0	0	2
63	CHAMPHAI	1	0	0	0	0	1
64	CHANDEL	2235	2229	6	0	0	0
65	CHANDRAPUR	33	33	0	0	0	0
66	CHANGLANG	1505	1502	2	0	0	1
67	CHENNAI	1	0	0	0	0	1
68	CHIKKABALLAPURA	30	30	0	0	0	0
69	CHIKKAMAGALURU	24	20	4	0	0	0
70	CHIRANG	2342	2342	0	0	0	0
71	CHITRADURGA	40	38	2	0	0	0
72	CHITTOOR	35	14	0	21	0	0
73	CHITTORGARH	1	0	0	0	0	1

S.No.	District Name	Total Units	Units Completed	Units in progress	Units Dropped	Units To be Dropped	Units Not Started
74	CHUMUKEDIMA	1	0	1	0	0	0
75	CHURACHANDPUR	1426	1420	6	0	0	0
76	CHURU	94	84	0	10	0	0
77	COIMBATORE	18	18	0	0	0	0
78	COOCHBEHAR	8766	8703	2	61	0	0
79	DAHOD	21	19	0	2	0	0
80	DAKSHINA KANNADA	28	22	5	1	0	0
81	DARBHANGA	5048	2880	241	1926	0	1
82	DARJEELING	2653	2378	0	65	210	0
83	DARRANG	11664	6774	107	4775	0	8
84	DAVANGERE	62	54	7	1	0	0
85	DEHRADUN	65	61	4	0	0	0
86	DEOGHAR	163	151	0	0	12	0
87	DEORIA	4	1	3	0	0	0
88	DEVBHUMI DWARKA	1	0	0	1	0	0
89	DHALAI	2787	2787	0	0	0	0
90	DHANBAD	230	217	0	0	13	0
91	DHARWAD	1	0	1	0	0	0
92	DHUBRI	18021	14383	0	3634	0	4
93	DHULE	34	30	4	0	0	0
94	DIMA HASAO	2878	2876	2	0	0	0
95	DIMAPUR	19	15	4	0	0	0
96	DINAJPUR DAKSHIN	13883	13861	9	9	0	4
97	DINDIGUL	12	12	0	0	0	0
98	DUMKA	44	22	0	0	22	0
99	EAST KAMENG	1124	1118	0	0	0	6
100	EAST NIMAR	24	19	1	4	0	0
101	EAST SIANG	3	1	0	0	0	2
102	ERNAKULAM	4	3	0	1	0	0
103	ETAWAH	1387	697	1	689	0	0
104	FARRUKHABAD	1	0	1	0	0	0
105	FATEHABAD	311	197	0	113	1	0
106	FATEHPUR	431	3	1	427	0	0
107	FIROZABAD	1642	821	0	821	0	0
108	GADAG	27	23	4	0	0	0
109	GAJAPATI	10548	10547	1	0	0	0
110	GANGANAGAR	166	156	0	10	0	0
111	GANGTOK	245	237	8	0	0	0
112	GARHWA	67	49	5	0	13	0
113	GAUTAM BUDDHA NAGAR	56	38	2	16	0	0
114	GHAZIABAD	4561	3148	1	1412	0	0

S.No.	District Name	Total Units	Units Completed	Units in progress	Units Dropped	Units To be Dropped	Units Not Started
115	GHAZIPUR	989	487	2	499	1	0
116	GIRIDIH	82	64	0	4	6	8
117	GOALPARA	10924	10915	4	4	0	1
118	GODDA	7148	7071	1	18	58	0
119	GOMATI	500	499	0	1	0	0
120	GONDA	3637	1623	2	2012	0	0
121	GOPALGANJ	77	32	2	43	0	0
122	GUMLA	1024	997	1	0	25	1
123	GUNTUR	332	328	2	2	0	0
124	GURDASPUR	561	252	281	27	1	0
125	GYALSHING	147	143	4	0	0	0
126	HAILAKANDI	7716	7431	274	11	0	0
127	HANUMANGARH	1111	1107	0	4	0	0
128	HAPUR	3302	1656	1	1645	0	0
129	HARDOI	14	12	1	1	0	0
130	HARIDWAR	1500	1095	0	405	0	0
131	HASSAN	48	46	1	1	0	0
132	HAVERI	965	960	4	1	0	0
133	HAZARIBAGH	165	165	0	0	0	0
134	HINGOLI	4085	3827	9	249	0	0
135	HOOGHLY	3	0	1	2	0	0
136	HOWRAH	10304	10270	1	33	0	0
137	HYDERABAD	77	52	19	6	0	0
138	IDUKKI	3	0	2	1	0	0
139	IMPHAL EAST	932	927	3	2	0	0
140	INDORE	19	16	2	0	0	1
141	JAISALMER	1796	528	0	1268	0	0
142	JALANDHAR	5	4	1	0	0	0
143	JALAUN	113	54	0	59	0	0
144	JALGAON	28024	15087	0	12937	0	0
145	JALNA	19	18	1	0	0	0
146	JALPAIGURI	695	694	1	0	0	0
147	JAMTARA	32	19	2	0	11	0
148	JASHPUR	1008	750	0	258	0	0
149	JAUNPUR	1	1	0	0	0	0
150	JHUNJHUNU	26	26	0	0	0	0
151	JIRIBAM	7	7	0	0	0	0
152	JUNAGADH	5	0	2	3	0	0
153	JYOTIBA PHULE NAGAR	11055	8333	2	2720	0	0
154	KACHCHH	127	86	6	35	0	0
155	KAITHAL	102	69	0	33	0	0

S.No.	District Name	Total Units	Units Completed	Units in progress	Units Dropped	Units To be Dropped	Units Not Started
156	KALABURAGI	3230	3226	4	0	0	0
157	KALIMPONG	67	62	0	4	1	0
158	KAMJONG	43	41	2	0	0	0
159	KAMLE	1	1	0	0	0	0
160	KAMRUP	8223	4535	223	3461	0	4
161	KANDHAMAL	532	532	0	0	0	0
162	KANGPOKPI	260	258	2	0	0	0
163	KANNAUJ	3568	1786	0	1782	0	0
164	KANNIYAKUMARI	19	18	0	0	0	1
165	KANNUR	77	75	0	2	0	0
166	KANPUR NAGAR	8	5	2	1	0	0
167	KARAIKAL	21	21	0	0	0	0
168	KARBI ANGLONG	234	113	121	0	0	0
169	KARGIL	2	0	1	0	0	1
170	KARIMGANJ	13486	11795	163	1528	0	0
171	KARUR	3	2	1	0	0	0
172	KASARAGOD	29	27	1	1	0	0
173	KASGANJ	399	204	2	193	0	0
174	KATIHAR	27106	24109	1065	1920	10	2
175	KHANDWA	18	18	0	0	0	0
176	KHARGONE	12	12	0	0	0	0
177	KHERI	8755	7657	5	1093	0	0
178	KHUNTI	88	43	13	0	16	16
179	KINNAUR	2	0	0	0	0	2
180	KIPHIRE	1	0	1	0	0	0
181	KISHANGANJ	7081	6037	453	580	10	1
182	KODAGU	1	0	1	0	0	0
183	KOHIMA	1	0	1	0	0	0
184	KOKRAJHAR	8708	8492	166	50	0	0
185	KOLAR	52	49	3	0	0	0
186	KOLKATA	736	698	0	38	0	0
187	KOLLAM	16	10	2	4	0	0
188	KOPPAL	3120	3117	3	0	0	0
189	KOTA	28	0	6	0	0	22
190	KOTTAYAM	26	23	2	1	0	0
191	KOZHIKODE	27	24	3	0	0	0
192	KRA DAADI	89	83	1	0	0	5
193	KURNOOL	5484	5464	6	14	0	0
194	KURUKSHETRA	9	9	0	0	0	0
195	KURUNG KUMEY	145	139	2	0	0	4
196	LAHUL AND SPITI	87	1	77	0	0	9

S.No.	District Name	Total Units	Units Completed	Units in progress	Units Dropped	Units To be Dropped	Units Not Started
197	LAKHIMPUR	405	283	56	62	0	4
198	LATEHAR	12	12	0	0	0	0
199	LATUR	29	26	1	2	0	0
200	LAWNGTLAI	2328	2312	3	12	1	0
201	LEH LADAKH	366	361	2	0	0	3
202	LEPARADA	79	76	2	0	0	1
203	LOHARDAGA	13	11	0	0	2	0
204	LOHIT	2	1	1	0	0	0
205	LONGDING	140	139	1	0	0	0
206	LOWER DIBANG VALLEY	25	21	2	0	0	2
207	LOWER SIANG	119	118	0	0	0	1
208	LOWER SUBANSIRI	1627	1615	7	0	0	6
209	LUCKNOW	4483	4341	6	136	0	0
210	LUNGLEI	34	31	3	0	0	0
211	MADHUBANI	202	129	0	73	0	0
212	MAHABUBABAD	8	8	0	0	0	0
213	MAHABUBNAGAR	9	0	5	4	0	0
214	MAHARAJGANJ	1387	681	0	706	0	0
215	MAHE	18	18	0	0	0	0
216	MAHOBA	18	5	0	13	0	0
217	MALAPPURAM	350	107	5	236	0	2
218	MALDAH	63413	63330	11	18	0	54
219	MALERKOTLA	129	43	26	56	4	0
220	MAMIT	1136	1132	4	0	0	0
221	MANDSAUR	10	10	0	0	0	0
222	MANGAN	660	651	5	4	0	0
223	MARIGAON	6804	6490	13	203	0	98
224	MAU	18	15	2	1	0	0
225	MEDAK	2327	2319	1	7	0	0
226	MEDCHAL MALKAJGIRI	52	52	0	0	0	0
227	MEDINIPUR EAST	341	341	0	0	0	0
228	MEDINIPUR WEST	1132	1132	0	0	0	0
229	MEERUT	7318	4680	34	2604	0	0
230	MOKOKCHUNG	2	0	2	0	0	0
231	MORADABAD	33541	19112	8	14420	1	0
232	MUMBAI	116	116	0	0	0	0
233	MUMBAI SUBURBAN	53	52	0	0	0	1
234	MURSHIDABAD	46975	45130	10	1745	90	0
235	MUZAFFARNAGAR	16621	7235	6	9380	0	0
236	NADIA	21819	21792	4	22	0	1
237	NAGAON	11299	7801	822	2676	0	0

S.No.	District Name	Total Units	Units Completed	Units in progress	Units Dropped	Units To be Dropped	Units Not Started
238	NAGAPATTINAM	1	1	0	0	0	0
239	NAGAUR	869	861	0	8	0	0
240	NAGPUR	732	10	721	1	0	0
241	NAINITAL	15	9	6	0	0	0
242	NALANDA	61	43	0	18	0	0
243	NALBARI	784	265	465	53	0	1
244	NAMCHI	161	158	3	0	0	0
245	NAMSAI	171	167	0	0	0	4
246	NANDED	33	27	5	0	1	0
247	NASHIK	1	0	1	0	0	0
248	NAWADA	16	4	0	12	0	0
249	NICOBARS	71	57	0	14	0	0
250	NIRMAL	3	3	0	0	0	0
251	NIZAMABAD	2696	2282	6	408	0	0
252	NONEY	35	34	1	0	0	0
253	NORTH AND MIDDLE ANDAMAN	24	23	1	0	0	0
254	NORTH EAST	143	0	88	0	17	38
255	NORTH TRIPURA	10163	10158	0	5	0	0
256	NUH	649	282	86	279	2	0
257	OSMANABAD	10	6	0	4	0	0
258	PAKKE KESSANG	45	42	1	0	0	2
259	PAKUR	7630	7020	388	0	219	3
260	PAKYONG	5	1	4	0	0	0
261	PALAKKAD	31	31	0	0	0	0
262	PALWAL	13	12	0	1	0	0
263	PANCH MAHALS	8	7	0	1	0	0
264	PAPUM PARE	1766	1764	0	0	0	2
265	PARBHANI	2563	2539	5	19	0	0
266	PASHCHIM CHAMPARAN	9409	8657	379	351	21	1
267	PATNA	5	1	0	4	0	0
268	PHEK	1	0	1	0	0	0
269	PHERZAWL	19	16	3	0	0	0
270	PILIBHIT	11456	9943	1	1512	0	0
271	PRATAPGARH	314	158	2	153	1	0
272	PUDUKKOTTAI	55	50	4	0	0	1
273	PURBA BARDHAMAN	20161	20148	2	10	0	1
274	PURBI CHAMPARAN	253	96	9	148	0	0
275	PURNIA	3966	2051	217	1697	0	1
276	RAE BARELI	55	48	1	6	0	0
277	RAICHUR	2129	2123	5	1	0	0

S.No.	District Name	Total Units	Units Completed	Units in progress	Units Dropped	Units To be Dropped	Units Not Started
278	RAJOURI	19	7	8	4	0	0
279	RAMANAGARA	39	35	3	1	0	0
280	RAMANATHAPURAM	10	10	0	0	0	0
281	RAMPUR	19608	10258	6	9344	0	0
282	RANCHI	124	94	0	0	15	15
283	RANGA REDDY	508	508	0	0	0	0
284	RANIPET	1	1	0	0	0	0
285	RATLAM	3	3	0	0	0	0
286	RATNAGIRI	15	12	3	0	0	0
287	RAYAGADA	761	761	0	0	0	0
288	ROHTAS	157	81	9	67	0	0
289	SAHARANPUR	11626	8435	3	3188	0	0
290	SAHIBGANJ	3450	3213	72	1	164	0
291	SAIHA	16	0	0	0	0	16
292	SAMASTIPUR	60	32	0	28	0	0
293	SAMBHAL	12362	6650	2	5710	0	0
294	SANGAREDDY	29	12	15	2	0	0
295	SANGLI	32	32	0	0	0	0
296	SANT KABEER NAGAR	13553	6844	4	6705	0	0
297	SAWAI MADHOPUR	844	839	1	3	1	0
298	SENAPATI	746	738	8	0	0	0
299	SEPAHIJALA	11	8	2	1	0	0
300	SERCHHIP	1	0	0	0	0	1
301	SHAHJAHANPUR	7279	6555	0	724	0	0
302	SHAMLI	1927	970	2	955	0	0
303	SHEOPUR	11	10	1	0	0	0
304	SHI YOMI	54	51	3	0	0	0
305	SHIVAMOGGA	46	45	0	1	0	0
306	SHRAVASTI	9580	8169	1	1409	1	0
307	SIANG	8	7	0	0	0	1
308	SIDDHARTHNAGAR	13364	7886	11	5467	0	0
309	SIKAR	16	15	0	1	0	0
310	SIMDEGA	1264	1198	2	0	64	0
311	SIRMAUR	1	0	0	0	0	1
312	SIRSA	2262	2245	11	6	0	0
313	SITAMARHI	9004	5622	679	2703	0	0
314	SITAPUR	2075	971	1	1102	1	0
315	SIWAN	392	187	0	205	0	0
316	SOLAN	1	0	0	0	0	1
317	SONITPUR	1996	874	341	777	0	4
318	SORENG	4	2	2	0	0	0

S.No.	District Name	Total Units	Units Completed	Units in progress	Units Dropped	Units To be Dropped	Units Not Started
319	SOUTH	2	0	0	0	0	2
320	SOUTH ANDAMANS	29	27	0	0	2	0
321	SOUTH SALMARA MANCACHAR	1	1	0	0	0	0
322	SOUTH SIKKIM	13	13	0	0	0	0
323	SOUTH TRIPURA	477	477	0	0	0	0
324	SPSR NELLORE	26	14	0	12	0	0
325	SULTANPUR	2917	1709	2	1206	0	0
326	SUNDARGARH	1597	1596	0	1	0	0
327	SUPAUL	101	47	0	54	0	0
328	TAMENGLONG	2781	2776	5	0	0	0
329	TAWANG	1077	1062	4	0	0	11
330	TENGNOUPAL	409	408	1	0	0	0
331	TENKASI	6	5	0	0	0	1
332	THE NILGIRIS	4	0	0	4	0	0
333	THIRUVANANTHAPURAM	1	1	0	0	0	0
334	THOUBAL	2671	2667	2	2	0	0
335	TIRAP	1798	1797	0	0	0	1
336	TIRUNELVELI	3	3	0	0	0	0
337	TIRUPATHUR	2	2	0	0	0	0
338	TONK	897	841	1	54	1	0
339	TUENSANG	2	0	2	0	0	0
340	TUMAKURU	91	84	5	2	0	0
341	TUTICORIN	4	3	1	0	0	0
342	UDAIPUR	43	39	2	2	0	0
343	UDALGURI	112	45	49	18	0	0
344	UDHAM SINGH NAGAR	816	404	4	408	0	0
345	UKHRUL	6348	6332	7	9	0	0
346	UNA	1	0	0	0	0	1
347	UNAKOTI	23	23	0	0	0	0
348	UNNAO	178	100	0	78	0	0
349	UPPER SIANG	42	41	1	0	0	0
350	UPPER SUBANSIRI	4	0	0	0	0	4
351	UTTAR DINAJPUR	25778	25744	1	33	0	0
352	UTTARA KANNADA	40	39	1	0	0	0
353	VAISHALI	62	43	0	19	0	0
354	VELLORE	4	4	0	0	0	0
355	VIJAYANAGAR	1	0	1	0	0	0
356	VIJAYAPURA	51	49	1	1	0	0
357	VIKARABAD	1	1	0	0	0	0
358	WASHIM	3092	2933	41	116	2	0

S.No.	District Name	Total Units	Units Completed	Units in progress	Units Dropped	Units To be Dropped	Units Not Started
359	WAYANAD	1798	556	0	1241	0	0
360	WEST GARO HILLS	11198	8541	8	2645	0	4
361	WEST KAMENG	1364	1352	6	0	0	6
362	WEST SIANG	102	99	0	0	0	3
363	WEST TRIPURA	14478	14478	0	0	0	0
364	WOKHA	2	0	2	0	0	0
365	Y.S.R.	1842	1834	3	5	0	0
366	YADGIR	1281	1279	2	0	0	0
367	YAMUNANAGAR	39	22	12	5	0	0
368	YAVATMAL	40	38	2	0	0	0
369	ZUNHEBOTO	2	0	2	0	0	0
370	MON	1	0	1	0	0	0
371	24 PARAGANAS NORTH	34058	33988	45	24	0	1
372	24 PARAGANAS SOUTH	47733	37450	174	10107	0	2
Grand Total		**1102641**	**888016**	**10342**	**202768**	**1061**	**454**

RESTORATION OF ABANDONED COAL MINES

535. SHRI K C VENUGOPAL:

ADV DEAN KURIAKOSE:

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

(a) the number of discontinued and abandoned coal mines that have not undergone mandatory physical and biological-ecological restoration as per the 2022 mine closure guidelines, State-wise;

(b) the number of fatal accidents, incidences of land subsidence and underground fires reported in and around these abandoned mines during the last three years; and

(c) the details of specific actions taken by the Government to curb rampant illegal coal mining and theft, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): A total of 147 mines [88 pre-2009 mines and 59 post-2009 mines] have been identified as abandoned, discontinued, or closed coal mines. The State-wise details are as under: -

S.No	**State**	**Number of abandoned, discontinued, or closed coal mines**
1	Assam	06
2	Chhattisgarh	31
3	Jharkhand	22
4	Madhya Pradesh	61
5	Maharashtra	8
6	Odisha	5
7	Telangana	11
8	West Bengal	3
	Total	**147**

Mine owners are required to undertake technical and biological reclamation, in accordance with approved mine closure plan. Till date, 43 mines have been scientifically closed in accordance with approved mine closure plans.

(b): There are no fatal accidents, incidences of land subsidence or

underground fires reported, in and around abandoned mines during the last three years.

(c): Law and order being a State subject, the prevention of unscientific mining and coal theft rests primarily with State/District administration and most of powers to curb illegal mining or theft as per the MMDR Act, 1957 are conferred on officers of the State Governments concerned.

At the same time, the Government of India has taken following steps to curb illegal mining:

1. Government launched a citizen-based reporting systems for illegal mining and coal theft as a mobile app namely "Khanan Prahari" and one web app Coal Mine Surveillance and Management System (CMSMS) in 2018 for reporting unauthorized coal mining activities so that suitable action on it can be taken.
2. The Ministry of Coal has issued notifications on 21.11.2025 and 01.07.2026 under Section 21(4) (to seize tools, equipment, vehicles, or any other things used to commit or facilitate the illegal activity), under Section 22 (Cognizance of offences), under Section 24 (Power of entry and inspection) and under Section 23B (Power of search) of the Mines and Minerals (Development and Regulation) Act, 1957. Through these notifications, designated executives of Coal India Limited (CIL) and its subsidiaries, as well as officers of the Central Industrial Security Force (CISF) have been empowered.

3. CIL and its subsidiaries, in coordination with the State Police and CISF security units, have deployed a multi-layered mechanism involving physical security, technological surveillance, intelligence gathering and enforcement actions to curb illegal activities. Raids are conducted by security personnel of CIL as well as joint raids with the law-and-order authorities of the concerned State Government. The Management of subsidiary companies of CIL lodges FIR with local Police Station to take necessary action against reported illegal mining. State/District administration take further action against the lodged FIR.
4. In addition to above, Coal companies have taken the following steps to check Illegal mining of coal:

   (i) Concrete walls have been erected on the mouth of the abandoned mines to prevent access and illegal activities in these areas.

   (ii) Surprise raids/checks being conducted jointly by security personnel and law and order authorities of the concerned State Government.

   (iii) Dumping of the overburden is being done on the outcrop zones.

   (iv) Installation of check-posts at vulnerable points.

   (v) Training of existing security/CISF personnel, refresher training and basic training of new recruits in security discipline for strengthening the security setup;

   (vi) Maintaining close liaison with the State authorities.

(vii) Committee/task force has been constituted at different level (block level, sub-divisional level, district level, state level) in some subsidiaries of CIL to monitor different aspects of illegal mining.

(viii) Security at coal dumps has been strengthened by fencing, proper illumination and round the clock guarding.

SKILLED MANPOWER FOR SEMICONDUCTOR MANUFACTURING PROJECTS

536. DR. K SUDHAKAR:

SHRI G LAKSHMINARAYANA:

SHRI LAVU SRI KRISHNA DEVARAYALU:

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

(a) the details of semiconductor manufacturing projects approved under the India Semiconductor Mission, State-wise particularly in Karnataka and Andhra Pradesh;

(b) the details of estimated requirement of skilled manpower for these projects along with the number of persons trained so far under Government-supported semiconductor skilling programmes;

(c) whether any specialised training centres or Centres of Excellence are proposed in Karnataka and Andhra Pradesh to support the semiconductor ecosystem and if so, the details thereof;

(d) the expected employment generation from the approved semiconductor manufacturing project in Karnataka and Andhra Pradesh; and

(e) the details of steps taken by the Government to align higher educational institutions in Karnataka and Andhra Pradesh with the skill requirements of the semiconductor industry?

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

(a) to (e): Inspired by the Hon'ble Prime Minister's vision of AtmaNirbhar Bharat and making India a global electronics manufacturing hub, Government adopted structured and targeted policy initiatives for the development of electronics manufacturing across the entire value chain including semiconductors.

India's success in electronics manufacturing:

Since 2014, Government of India has undertaken series of initiatives to promote electronics manufacturing in the country. These include FDI reforms, tax reforms, labour reforms, Production Linked Incentive schemes, etc.

As a result, India now has emerged as one of the major electronics manufacturing ecosystems as seen below:

#	2014-15	2025-26	Remarks
Production of electronics goods (₹)	~1.9 Lakh Cr	~13.11 Lakh Cr	Increased 7 times
Export of electronics goods (₹)	~38 thousand Cr	~4.24 Lakh Cr	Increased 11 times
Production of mobile phones (₹)	~18 thousand Cr	~6.27 Lakh Cr	Increased 33 times
Export of mobile phones (₹)	~1500 Cr	~ 2.59 Lakh Cr	Increased 165 times

India now manufactures around 99.2% of the total mobile phones sold in the country. Mobile phones have emerged as the single largest exported item. Industry estimates that electronics manufacturing now provides employment to nearly 25 Lakh people.

Semicon India Programme:

The semiconductor industry is a foundational industry. All sectors of the economy such as industrial, consumer, defence, telecommunication and automotive etc depend on semiconductors. This sector offers transformative advantages by driving technological innovation, economic growth, and strategic self-reliance.

Recognising the importance of Semiconductors, the Government launched

Semicon India Programme in January 2022 for setting up of semiconductor fabs, display fabs semiconductor packaging and also for promotion of Indian designed chips.

Under Semicon India Programme, Government has approved 12 manufacturing projects with total investment commitments of about Rs. 1.64 lakh crore that includes ASIP technologies proposal in the state of Andhra Pradesh with an investment of Rs. 468 crore. These units are expected to generate more than 32,000 employment opportunities (including ASIP's projected employment of 500) depending on the level of factory automation.

Development of Semiconductor Talent Pipeline:

Government has adopted a comprehensive approach for building talent pipeline in semiconductors:

1. Chips to Start-up (C2S) Programme: To encourage India's young engineers, Government is providing latest design tools (EDA) through ChipIN Centre (set up at C-DAC, Bengaluru) to 320 universities and start-ups. So far, ~68,000 persons have been trained and 175 designs taped out from SCL Mohali. The list of organizations supported under C2S programme in the State of Andhra Pradesh and Karnataka is at https://c2s.gov.in/EDA_Tool_Support.jsp
2. A Committee was constituted by MeitY to develop a roadmap and set goals and target for "India as a Semiconductor Talent Nation". The report of this committee was forwarded to Department of Higher

Education for revisiting curriculum for semiconductors domain. Accordingly, All India Council for Technical Education (AICTE) has launched the following semiconductor courses:

(i) B. Tech in Electronics Engineering (VLSI Design)

(ii) Diploma in Integrated Circuit (IC) manufacturing, and

(iii) Minor Degree in Electronics Engineering (VLSI Design and Technology)

3. ISM has also partnered with Lam Research for conducting a large-scale training programme in nanofabrication and process-engineering skills. These would further augment skilled workforce for ATMP and advanced packaging. The program aims to generate 60,000 trained manpower in 10 years.

IMPLEMENTATION OF BHARATNET PROJECT

537. SHRI SHASHANK MANI:

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

(a) the current status of implementation of the BharatNet Project including the number of Gram Panchayats connected and made service-ready, State-wise;

(b) the details of funds allocated, released and utilised under the project during the last three years; and

(c) the measures taken to ensure last-mile broadband connectivity and

affordable internet access in rural and remote areas and the measures taken to ensure last-mile broadband connectivity and affordable internet access in rural and remote areas?

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

(a) Under BharatNet Phase-I and Phase-II, 2.14 lakh Gram Panchayats (GPs) had been connected. Government of India has approved the Amended BharatNet Programme (ABP) on 04.08.2023 for upgradation of all GPs in ring topology. As of June 2026, 13,494 GPs have been upgraded under ABP. The State-wise details are enclosed at **STATEMENT**.

(b) During the last three financial years (2023–24 to 2025–26), an amount of ₹11,722.26 crore has been disbursed under the BharatNet Program against a total allocation of ₹17,000 crore.

(c) Under the Amended BharatNet Program (ABP), Fibre-to-the-Home (FTTH) connections are being provided across the States/Union Territories through the BharatNet Udyami (BNU) model, with subsidy support from the Government of India.

STATEMENT

State-wise details of 13,494 GPs that have been upgraded under Amended BharatNet Programme

S. No.	State	Connected GPs Under BharatNet Phase-I and II	Upgraded GPs Under ABP (June 2026)
1	Andaman and Nicobar	72	62
2	Andhra Pradesh	12,955	0
3	Arunachal Pradesh	1,124	3
4	Assam	1,507	0
5	Bihar	8,340	1,200
6	Chhattisgarh	9,695	0
7	DNH and DD	38	5
8	Goa	0	0
9	Gujarat	14,320	0
10	Haryana	6,082	0
11	Himachal Pradesh	410	739
12	Jammu and Kashmir	1,101	295
13	Jharkhand	4,390	0
14	Karnataka	6,084	344

15	Kerala	978	7
16	Ladakh	193	2
18	Madhya Pradesh	17,850	1,728
19	Maharashtra	24,575	0
20	Manipur	1,475	3
21	Meghalaya	698	0
22	Mizoram	540	0
23	Nagaland	236	16
24	Odisha	6,785	0
25	Puducherry	98	109
26	Punjab	12,680	3,069
27	Rajasthan	8,776	0
28	Sikkim	35	0
29	Tamil Nadu	10,886	0
30	Telangana	10,833	0
31	Tripura	740	0
32	Uttar Pradesh	46,746	4,010
33	Uttarakhand	1,993	1,507
34	West Bengal	2,677	395
	Total	**2,14,912**	**13,494**

शिशो रेलवे स्टेशन पर मेगा कोचिंग कॉम्प्लेक्स और कोच वाशिंग पिट परियोजना

538. श्री गोपाल जी ठाकुर:

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

(क) दरभंगा लोक सभा निर्वाचन क्षेत्र के अंतर्गत शिशो रेलवे स्टेशन के निकट प्रस्तावित मेगा कोचिंग कॉम्प्लेक्स और कोच वाशिंग पिट परियोजना की वर्तमान स्थिति क्या है;

(ख) उक्त परियोजनाओं की घोषणा के पश्चात् से सरकार द्वारा इनकी मंजूरी, भूमि की उपलब्धता, निधि और निर्माण के संबंध में क्या कार्रवाई की गई है;

(ग) क्या सरकार द्वारा गत कई वर्षों से इस परियोजना के समयबद्ध निर्माण के संबंध में आश्वासन दिए गए हैं, परंतु कार्य अभी तक प्रारंभ नहीं हुआ है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) सरकार द्वारा उक्त परियोजना के कार्यान्वयन के लिए क्या ठोस कदम उठाए गए/उठाए जा रहे हैं?

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

(क) से (घ): दरभंगा जंक्शन रेलवे स्टेशन के सन्निकट शिशो रेलवे स्टेशन स्थित है। दरभंगा जंक्शन पर पहले से ही एक कोचिंग डिपो मौजूद है।

वर्तमान में, दरभंगा कोचिंग डिपो में 02 धुलाई पिट लाइनें परिचालन में हैं। इसके अलावा, समस्तीपुर कोचिंग डिपो तथा जयनगर कोचिंग डिपो में 01-01 धुलाई पिट लाइन परिचालन में है।

कोचिंग टर्मिनलों/कोचिंग अनुरक्षण डिपो की योजना एवं उनका क्रियान्वयन संभावित यात्री आवागमन, यातायात प्रवृत्तियों, परिचालन एवं अनुरक्षण संबंधी आवश्यकताओं तथा आगामी विकास की आवश्यकताओं को ध्यान में रखते हुए किया जाता है।

INSPIRE PROGRAMME

539. SHRIMATI MAHIMA KUMARI MEWAR:

SHRI KRISHNA PRASAD TENNETI:

SHRI BALABHADRA MAJHI:

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

(a) the progress made under the Innovation in Science Pursuit for Inspired Research (INSPIRE) Programme during the last five years, including component-wise details of the number of students and young researchers supported, along with the number of students and young researchers supported component-wise particularly beneficiaries from Odisha and Nabarangpur Parliamentary Constituency;

(b) whether the Government proposes to further strengthen the INSPIRE Programme to encourage meritorious students to pursue higher education and research in science;

(c) if so, the details thereof; and

(d) the measures taken to improve outreach, awareness and participation under the Programme, particularly in rural, remote and Aspirational Districts, including Nabarangpur Parliamentary Constituency in Odisha and Rajasthan and details of the beneficiaries covered thereunder?

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 (d): Over the last five years, the Innovation in Science Pursuit for Inspired Research (INSPIRE) Programme of the department of science and technology has systematically nurtured scientific talent at different stages of the academic and research pipeline through its four major components. INSPIRE MANAK (Million Minds Augmenting National Aspiration and Knowledge) promotes innovation and scientific creativity among students aged 10-17 years (Classes VI-XII) by encouraging them to develop and showcase original ideas and innovations. INSPIRE Scholarship for Higher Education (SHE) supports meritorious students aged 17-22 years pursuing undergraduate and postgraduate studies in natural and basic sciences by awarding 12,000 scholarships annually, each valued at ₹80,000 per year. INSPIRE Fellowship encourages outstanding graduates and INSPIRE scholars to pursue research through full-time Ph.D. programme(s) by providing financial support up to five years, including a fellowship of ₹37,000 per month as Junior Research Fellow (JRF), ₹42,000 per month as Senior Research Fellow (SRF), admissible House Rent Allowance (HRA), and an annual contingency grant of ₹20,000. INSPIRE Faculty Fellowship supports outstanding postdoctoral researchers, generally in the 27-32 years age group (with applicable age

relaxations for reserved categories), through a five-year fellowship. Fellows receive ₹1,25,000 per month, an annual increment of ₹2,000, and a research grant of ₹35 lakh over the fellowship period.

The Government has undertaken a series of targeted interventions to significantly expand the reach and inclusivity of INSPIRE Programme, with a special focus on rural, remote, and aspirational districts across the country including Nabarangpur Parliamentary Constituency in Odisha and in the state of Rajasthan. These efforts include extensively deep dissemination of information through State Education Departments, District Education Officers, schools, and digital platforms; organization of awareness campaigns, orientation programmes, webinars, and capacity-building workshops for teachers and school authorities to improve the quality and reach of nominations. In addition, District, State, and National Level Exhibitions and Project Competitions (DLEPCs, SLEPCs, and NLEPCs) are hosted to identify, recognize and nurture innovative ideas among school students. To further strengthen the innovation ecosystem, mentorship programmes have been organized in collaboration with premier institutions such as IITs, NITs, IISERs, and other leading scientific organizations, providing selected students with guidance on prototype development, innovation, and scientific research. These sustained efforts have a deep-reaching impact on the Society through participation in the INSPIRE programmes percolating across the country.

A growing number of students from rural and remote districts have benefited

through innovation grants, mentoring support, and opportunities to showcase their scientific talent on national platforms. Collectively, these interventions have strengthened the scientific temper, the culture of inquiry, fostered grassroots innovation, expanded equitable access to science education, scholarly support, and research fellowships and strengthened young scientific talent represented from every region of the country.

The Government has been committed to promotion of the Innovation in Science Pursuit for Inspired Research (INSPIRE) Programme to encourage meritorious students to pursue higher education and research in sciences. The component-wise progress made during the last five years, including the number of students and young researchers supported under each component is provided below:

Program/Financial Year	2021-22	2022-23	2023-24	2024-25	2025-26
INSPIRE-MANAK	52720	43381	46926	50009	49805
INSPIRE-SHE	18039	19771	18236	20354	24276
INSPIRE Fellowship	2768	2872	2811	2448	3364
INSPIRE Faculty Fellowship	474	338	299	225	477

The year-wise number of beneficiaries from Odisha under the various components of the INSPIRE Scheme during the last five years is given below:

Program/Financial Year	2021-22	2022-23	2023-24	2024-25	2025-26
INSPIRE-MANAK	3659	3067	3823	3409	3755

INSPIRE-SHE	28	37	57	46	46
INSPIRE Fellowship	11	56	28	06	29
INSPIRE Faculty Fellowship	2	5	3	2	2

The year-wise number of beneficiaries from the Nabarangpur Parliamentary Constituency of Odisha under INSPIRE MANAK component of INSPIRE Scheme during the last five years is given below:

Program/Financial Year	**2021-22**	**2022-23**	**2023-24**	**2024-25**	**2025-26**
INSPIRE-MANAK	56	106	149	116	72

The total number of beneficiaries under the INSPIRE Programme from the State of Rajasthan is given below:

Program/Financial Year	**2021-22**	**2022-23**	**2023-24**	**2024-25**	**2025-26**
INSPIRE-MANAK	10019	5993	6830	6599	5720
INSPIRE-SHE	2464	936	1992	2155	1541
INSPIRE Fellowship	2	20	14	1	23
INSPIRE Faculty Fellowship	0	5	4	0	4

BIOMETRIC EXCLUSION ERRORS UNDER ONORC SCHEME

540. SHRI BRIJMOHAN AGRAWAL:

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

(a): the details of the total funds allocated versus utilized under the Integrated Management of Public Distribution System (IM-PDS) during the last three years and the total volume of inter-State transactions;

(b): the details of the national percentage of Electronic Point of Sale (e-PoS) transaction failures caused by biometric degradation or server latency and the number of manual overrides logged on the Annavitran dashboard;

(c): the volume of ration card portability failures reported in all the States including Chhattisgarh; and

(d): the corrective policy measures being implemented by the Government to deploy alternative authentication mechanisms like Iris Recognition Imaging System (IRIS) scanners or offline smart-tokens to eliminate undocumented food exclusion errors among migrant and tribal beneficiaries?

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

(a): With an objective to sustain the computerised TPDS operations and to introduce new reforms, the Department implemented Central Sector Scheme, namely Integrated Management of Public Distribution System (IM-PDS), in all States/UTs w.e.f. April 2018. The validity of the IM-PDS Scheme was up to 31st March, 2023 and has not been extended thereafter. Consequently, no funds have been released under the IM-PDS Scheme during the last three

years.

Further, the details of inter-state transactions during the last three years are as below:

Financial Year	Inter-State Transactions
2023-24	53.66 lakh
2024-25	82.92 lakh
2025-26	92.06 lakh

(b) and (c): No such cases have been reported to the Centre. No beneficiary has been denied food grains due to such reasons.

(d): Multiple authentication modes have been provisioned under the Public Distribution System (PDS), including Single Finger, Fusion Finger, IRIS, and Aadhaar-based OTP authentication.

In cases where authentication by one household member fails, other eligible family members linked to the ration card are permitted to authenticate and draw foodgrains. Additionally, a nominee facility has been provided in exceptional cases, allowing beneficiaries to authorise another individual to lift ration on their behalf. The e-PoS devices have a functionality to work in offline mode with limited/ no internet connectivity. The e-PoS devices have to come periodically to the network area to sync the offline e-PoS data with the PDS online system.

All States/UTs have been advised that no genuine beneficiary/household shall be denied from receiving entitled quota of subsidised foodgrains due to failure of biometric/Aadhaar authentication due to network/connectivity/linking related issues, other technical reasons or poor biometrics of the beneficiary.

These measures ensure that eligible beneficiaries are not denied their entitlements.

EROSION-PRONE COASTAL DISTRICTS IN ANDHRA PRADESH

541. SHRI APPALANAIDU KALISETTI:

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

(a) the details of shoreline change and coastal erosion assessed by the National Centre for Coastal Research (NCCR) along the Andhra Pradesh coast during the last five years, district-wise especially in Vizianagaram;

(b) the details of coastal stretches identified as high, moderate and low erosion zones by the Government in the aforesaid districts of Andhra Pradesh, district-wise;

(c) whether the Government has undertaken any site-specific coastal erosion assessments in the aforesaid districts and if so, the details of the findings and mitigation measures recommended thereunder; and

(d) whether any assessment has been undertaken regarding the population, coastal habitations and infrastructure vulnerable to coastal erosion in the

aforesaid districts 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) During the last five years, NCCR has completed a comprehensive assessment of shoreline change along the Andhra Pradesh coast using satellite data covering the period 1990–2022. District-wise shoreline change statistics, including for Vizianagaram district, are given in following Table

District	**Coastal Length (km)**	**Erosion (%)**	**Stable (%)**	**Accretion (%)**
Sri potti Sriramulu Nellore	111.2	35.09	36.17	28.74
Prakasam	48.52	27.12	29.39	43.49
Anakapalli	70.92	7.02	35.17	57.81
Kakinada	119.26	52.99	14.76	32.25

Konaseema	84.96	30.37	9.44	60.19
Bapatla	101.88	20.20	4.50	75.30
Krishna	125.18	42.71	11.58	45.71
West Godavari	16.94	52.54	2.13	45.34
Tirupati	93.76	28.82	23.38	47.80
Vishakhapatnam	68.08	26.85	49.47	23.68
Vizhianagaram	21.44	3.26	39.55	57.18
Srikakulam	165.44	32.14	34.20	33.66
Total	**1027.58**	**31.95**	**23.86**	**44.20**

In Vizianagaram district, 57.18% of the coastline exhibited accretion, 39.55% remained stable and 3.26% was under erosion during the assessment period (1990–2022).

(b) Based on the long-term shoreline change assessment (1990–2022), NCCR has identified erosion-prone coastal stretches in the coastal districts of Andhra Pradesh. The district-wise erosion-affected stretches are listed below.

Tirupati - North of Pulicat lake, SHAR (Sriharikota) coastal stretch, South of Rayadoruvu inlet, North of Swarnamukhi River, North of Krishnapattinam port.

Sri Potti Sriramulu Nellore - North of Krishnapattinam port, SDSTPS to Koduru beach, Gangapatnam Inlet, Penna River Estuary,

Ramatheerdam beach, Isakapalle coast, Juvvaladinne Coast, Kotha bangaru palem FH to Thummalapenta Beach, Ramayapatnam coast, Karedu coast

Prakasam - Binginapalli to Ullapalem, Paleru River mouth, Devaram Padu coast, Devaram Padu coast, Gundlakamma Spit, North of Gundlakamma River to Chinnamgari Pattapu Palem.

Bapatla - North of Romperu Canal Mouth, Dindi coast, Western side of Lankevani reserved forest.

Krishna - False Divi Point to Nagayalanka lighthouse, Ramakrishnapuram to Hamsaladeevi beach, Krishna River to Machilipatnam beach, Kara Agraharam coast.

West Godavari - Perupalem to Godavari River mouth

Konaseema - Antarvedi coast, Godavari River mouth to Komaragiripatnam, Northern tributary of Godavari River.

Kakinada – Godavari River mouth - Spit (Yanam), Eastern side of Coringa mangroves and tail end of Hope Island, Western side of Hope Island, Western side of Hope Island (Middle Portion), Nemam to Uppada coast, Uppada to Konapapapetta Coast, Konapapapetta to Kothapakalu Coast.

Anakapalli - Cheepurupalle East

Visakhapatnam – Yarada, Mangamari Peta to Bheemili, Bheemunipatnam to Pedanagamayyapalem.

Srikakulam - Thonangi coast, Suryamanipuram coast, Kambala Rayudu Peta Beach to Vajrapukotturu Beach, Dokulapadu Beach to Yerramukkam, Battigalluru Beach to north of Isakalapalem, Kalingapatnam beach to Donkuru.

(c) Yes. Ministry of Earth Sciences through NCCR has prepared the Shoreline Management Plan (SMP) for the Andhra Pradesh coast, including site-specific assessment of identified erosion-prone stretches. Based on shoreline behaviour, coastal processes and local conditions, the SMP recommends appropriate shoreline management measures, including beach nourishment, dune restoration, ecosystem-based measures, and location-specific engineering interventions, wherever required. Major site specific studies are listed here

1	Coastal protection at SDSC-SHAR	Tirupati
2	Coastal Protection at Vodalarevu	Dr. B R Ambedkar Konaseema
3	Coastal Resilience for Coringa-Uppada coast	Kakinada
4	Coastal Resiliece along Visakhapatnam Bheemunipatnam belt	Visakhapatnam
5	Inlet management and development of coastal infrastructure at Vamsadhara, and Nagavalli mouth and Bhavanapadu inlet	Srikakulam

6	Integrated mitigation strategies along Krishna Delta	Krishna

(d) Yes. The National Centre for Coastal Research (NCCR) has prepared the Shoreline Management Plan (SMP) for the Andhra Pradesh coast, which includes assessment of coastal erosion vulnerability, coastal habitations, critical infrastructure and shoreline management requirements. The SMP is based on the analysis of coastal geomorphology, tidal inlets, ecologically sensitive areas, existing coastal protection structures, infrastructure, population (Census 2011), socio-economic aspects and stakeholder inputs. Based on these assessments, the SMP provides location-specific shoreline management strategies to support the State Government and other implementing agencies in planning coastal protection and sustainable development measures.

AVAILABILITY OF RAILWAY ACCOMMODATION FOR PILGRIMS TO RAMESWARAM

542. SHRI NAVASKANI K:

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

(a) whether the Government is aware that people travelling for pilgrimage to Rameswaram are often unable to obtain confirmed railway tickets even

immediately after the opening of reservations, resulting in a large number of waitlisted passengers and if so, the details thereof;

(b) whether Government has assessed the demand for sleeper class accommodation in longdistance trains serving Rameswaram and the adequacy of the existing coach composition and if so, the details thereof;

(c) the details of the average waitlist position, coach composition and lower berth allotment for senior citizens in major long-distance trains originating from/terminating at Rameswaram during the last three years, year-wise;

(d) whether the Government proposes to introduce new trains to and from Rameswaram and augment sleeper coaches in existing trains to meet the growing demand of pilgrims and other passengers and if so, the details thereof; and

(e) the steps taken by the Government to ensure timely confirmation of tickets and availability of lower berths for senior citizens travelling to and from Rameswaram?

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

(a) to (e) The demand pattern of reserved accommodation on Indian Railways including in the trains serving Rameswaram is not uniform throughout the year and it varies over lean and peak periods. Further, the trains running on popular routes and convenient timings are generally well patronized, however, in other

trains, accommodation is generally available. Demand pattern of passenger traffic is monitored on regular basis and based on this assessment, new trains are introduced, special trains are operated during festivals/holidays/summer/winter/pilgrimage seasons and load of existing trains is augmented on temporary/permanent basis to meet the unmet demand, subject to operational feasibility.

During 2025-26, Indian Railways, with a view to facilitate the passengers of Rameswaram station, have introduced 16621/16622 Rameswaram - Mangaluru Central Express (w.e.f. 14.03.2026) and 16103/16104 Tambaram - Rameswaram Express (w.e.f. 06.04.2025). Accordingly, Rameswaram station is presently being served by 34 train services including the following 28 Mail/Express services:

SN	**Train No. and Name**
1	16103 Tambaram - Rameswaram Express
2	16104 Rameswaram - Tambaram Express
3	16343 Thiruvananthapuram Central - Rameswaram Express
4	16344 Rameswaram - Thiruvananthapuram Central Express
5	16617 Rameswaram - Coimbatore Express
6	16618 Coimbatore - Rameswaram Express

7	16621 Rameswaram - Mangalore Central Express
8	16622 Mangalore Central - Rameswaram Express
9	16733 Rameswaram - Okha Express
10	16734 Okha - Rameswaram Express
11	16751 Chennai Egmore - Rameswaram Express
12	16752 Rameswaram - Chennai Egmore Express
13	16779 Tirupati - Rameswaram Express
14	16780 Rameswaram - Tirupati Express
15	16849 Tiruchchirappalli - Rameswaram Express
16	16850 Rameswaram - Tiruchchirappalli Express
17	20497 Rameswaram - Firozpur Cantt Humsafar Express
18	20498 Firozpur Cantt - Rameswaram Humsafar Express
19	20849 Bhubaneswar - Rameswaram Express
20	20850 Rameswaram - Bhubaneswar Express
21	22535 Rameswaram - Banaras Express
22	22536 Banaras - Rameswaram Express

23	22613 Rameswaram - Ayodhya Cantt Express
24	22614 Ayodhya Cantt - Rameswaram Express
25	22621 Rameswaram - Kanniyakumari Express
26	22622 Kanniyakumari - Rameswaram Express
27	22661 Chennai Egmore - Rameswaram Express
28	22662 Rameswaram - Chennai Egmore Express

Besides, introduction of new train/augmentation of existing 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.
- Occupancy and the traffic requirement of the section.

Further, Indian Railways continuously strive to provide various facilities for the convenience of all categories of passengers including Senior Citizens. Some of the facilities extended to Senior Citizens are as under:

- Allotment of lower berths to Senior Citizens, Female passengers of 45 years and above automatically, even if no choice is given, subject to availability
- Earmarking of a combined quota of six to seven lower berths per coach in Sleeper class, four to five lower berths per coach each in Air Conditioned 3 tier (3AC) and three to four lower berths per coach in Air Conditioned 2 tier (2AC) classes (depending on the number of coaches of that class in the train) for senior citizens, female passengers 45 years of age and above and pregnant women.
- Allotment of lower berths falling vacant in the train to senior citizens, Persons with Disabilities and pregnant women (who have been allotted middle/upper berth) on priority.
- Earmarking of unreserved accommodation for senior citizens in 2nd class general compartment on suburban sections of Indian Railways.
- Earmarking of separate counters at various Passenger Reservation System (PRS) centers for dealing with the reservation requisitions received from senior citizens subject to demand pattern and availability of counters.

KAVACH EXPANSION PROJECT IN TAMIL NADU

543. DR. RANI SRIKUMAR:

SHRI G SELVAM:

SHRI C N ANNADURAI:

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

(a) whether the Government has taken note of the approval of the 201 crore Kavach project and the successful implementation of the indigenous train collision avoidance system in various zones, if so, the details thereof;

(b) whether Southern Railway caters to a vast rail network and heavy passenger traffic, particularly in Tamil Nadu has been covered under the Kavach expansion programme and if so, the details thereof;

(c) the details of Kavach installation completed and under implementation in Tamil Nadu including Chennai, Madurai, Tiruchirappalli and Salem Divisions, route and division-wise;

(d) the details of funds allocated and expenditure incurred for Kavach deployment in Tamil Nadu during the last three years, year-wise; and

(e) the details of timeline fixed for achieving complete Kavach coverage across the Southern Railway network in Tamil Nadu to enhance passenger safety?

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

(a) to (e):

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires

safety certification of highest order (SIL-4).

2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.

3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.

4. Kavach was adopted as National ATP system in July, 2020.

5. Implementation of Kavach System involves following Key Activities:

   a. Installation of Station Kavach at each and every station, block section.

   b. Installation of RFID Tags throughout the track length.

   c. Installation of telecom Towers throughout the section.

   d. Laying of Optical Fibre Cable along the track.

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

6. Based on deployment of Kavach version 3.2 on 1,465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.

7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian

Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.

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

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,490 Route Kilometres as on 13.07.26, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:

SN	Section	Progress (Route Km)
(1)	**Delhi-Mumbai route: 1,344 Rkm**	
i	Tilak Bridge - Junction cabin – Palwal – Mathura –Nagda –Vadodra-Virar section (Except Mangalmhudi – Panchpipliya)	1,248
ii	Vadodara – Ahmedabad section	96
(2)	**Delhi – Howrah route: 1,146 Rkm**	
i.	Chipyana - Tundla - Kanpur - Subedarganj section	563
ii.	Kanpur – Lucknow section	71

iii.	DDU(FOC)-Bhabua Road section	50
iv.	Sasaram - Pheser section	43
v.	Gaya -Sarmatarn- Nimiaghat section	159
vi.	Chota Ambana - Bardhaman – Howrah section	260

10. In addition, track side Kavach implementation work has been taken up on 21,937 RKM covering all GQ,GD,HDN and identified sections of Indian Railways including 427 Rkm passing through Tamil Nadu. Also, Kavach work of about 1319 Rkm has been sanctioned for various sections passing through Tamil Nadu.

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

SN	Item	Progress
i	Laying of Optical Fibre Cable	11,253 Km
ii	Installation of Telecom Towers	1,668 Nos.
iii	Station Data Centre	958 station
iv	Installation of Track side equipment	7,721 RKm
v	Provision of Kavach in Loco	6,045 Nos.

12. In addition, work for installation of Kavach in 7,435 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and engineers have been trained on Kavach technology. This includes about 57,000 Loco Pilots and Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.

14. The funds utilized on Kavach works so far up to Jun'26 is Rs. 3,874.9 Crores. The allocation of funds during the year 2026-27 is Rs. 2066.24 Crores. Tamil Nadu is covered by SR, SWR and SCoR. Kavach work is going at good pace in the entire country including Tamilnadu. Requisite funds are made available as per the progress of works.

ONORC AND PDS

544. DR. PRABHA MALLIKARJUN:

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

(a): whether the Government has reviewed the implementation of the One Nation One Ration Card (ONORC) scheme and reforms in the Public Distribution System (PDS);

(b): if so, the number of beneficiaries covered under the ONORC scheme;

(c): whether portability has improved access to foodgrains for beneficiaries and if so, the details thereof;

(d): whether any leakages or exclusion errors have been identified and if so, the details thereof;

(e): the details of the steps taken by the Government to promote digitisation and transparency in the Public Distribution System; and

(f): the details of the measures taken by the Government to strengthen the delivery of food security benefits?

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

(a) to (c): Through the technology-driven reform of One Nation One Ration Card (ONORC) approximately 80 Crore PMGKAY beneficiaries are empowered to lift their entitled foodgrains from any Fair Price Shop (FPS) of their choice, anywhere in the country, by using their existing ration card with biometric authentication on an electronic Point of Sale (ePoS) device. Currently, the ONORC feature is enabled in all 36 States/UTs, across the country, covering almost 100% PMGKAY beneficiaries. As on date, more than 221 Crore portability transactions (including migrant labourers) have been recorded under ONORC.

(d): Targeted Public Distribution System (TPDS) under National Food Security Act (NFSA), 2013 is operated under the joint responsibility of the Central and the State/ Union Territory (UT) Governments. Central Government is responsible for procurement, allocation and transportation of foodgrains upto the designated depots of the Food Corporation of India (FCI). The operational responsibilities for allocation of foodgrains within the States/ UTs, identification of eligible beneficiaries, issuance of ration cards to them, distribution of foodgrains to eligible beneficiaries under TPDS, issuance of license to Fair Price Shop dealers, supervision over and monitoring of functioning of FPSs etc. rest with the concerned State/ UT Governments.

Helpline number 1967/1800-State series number is operational in all the States/ UTs for contacting and redressal of the complaints in Public Distribution System and filing any type of complaints by the intended beneficiaries. As and when complaints related to PDS, including leakages of PDS foodgrains, are received in this Department from any source, they are sent to State/ UT Governments concerned for inquiry and appropriate action.

(e) and (f): The steps taken by the Government to promote digitisation and transparency in PDS and to strengthen the delivery of food security benefits are as follows –

i. **Digitisation and Aadhaar seeding:** Ration cards/beneficiary database 100% digitised in all States/UTs; 99.7% of ration cards Aadhaar-seeded, eliminating ineligible/duplicate cards.

ii. **Transparency and grievance redressal:** Transparency portals and online grievance redressal/toll-free helplines operational in all States/UTs.

iii. **Online allocation and supply chain computerisation:** Online allocation implemented in all States/UTs; supply chain computerised in 31 States/UTs (except Chandigarh, Puducherry and urban Dadra and Nagar Haveli, which have adopted DBT Cash Transfer).

iv. **ePoS-based Aadhaar authentication at FPS level:** 5.50 lakh (99.8%) of 5.51 lakh Fair Price Shops automated with ePoS devices, ensuring biometric authentication of beneficiaries at the point of distribution and curbing diversion.

v. **One Nation One Ration Card (ONORC):** Nationwide portability implemented across all 36 States/UTs, covering all PMGKAY beneficiaries; over 221 crore portability transactions recorded to date, reducing exclusion and duplicate entitlement claims.

vi. **Rightful Targeting (RT):** A dedicated de-duplication and beneficiary-verification exercise using Aadhaar/PDS data analytics has led to identification and deletion of ineligible/duplicate beneficiaries, with 5.95 Cr flagged beneficiaries (excluding landholding cases) and 2.35 Cr deleted beneficiaries.

vii. **SMART-PDS reform initiative:** Being implemented with modules for Ration Card Management, Distribution, Supply Chain and Grievance Redressal to further standardise and digitally integrate State-level TPDS operations.

viii. **NIRMAL and SAKSHAM:** New initiatives under the SARTHAK PDS Umbrella Scheme (2026–31) aimed at strengthening data architecture/analytics (NIRMAL) and real-time data integration (including VLTS) from Procurement of food grains to Distribution to the beneficiaries (Saksham).

REVISION OF COAL MINES PENSION SCHEME

545. SHRI RAJEEV RAI:

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

(a) whether it is a fact that the pension under the Coal Mines Pension Scheme has not been revised since its inception and if so, the reasons therefor and the present minimum, maximum and average monthly pension, together with the number of pensioners in each pension slab;

(b) whether the Government has received representations including from Members of Parliament and pensioners' associations, seeking revision of pension under the Scheme in view of inflation over the last 28 years and if so, the action taken thereon; and

(c) whether any proposal for pension enhancement, indexation, dearness relief or periodic revision is under consideration and 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) The Coal Mines Pension Scheme, 1998 came into force on 31st March, 1998. Minimum monthly pension under the scheme has been revised to Rs. 1000 with effect from 08th March, 2024, benefiting eligible pensioners.

The scheme does not prescribe any maximum ceiling on pension. Pension under the scheme is determined on the basis of the member's average emoluments during the last ten months of service, pensionable service and the applicable category of pension. A total of Rs. 515 crore was disbursed to 4.58 lakh pensioners in May 2026, indicating an average monthly pension of over Rs. 10,000.

(b) Yes. As per provisions of the Coal Mines Pension Scheme, 1998, pension revision is contingent upon actuarial recommendations. The latest actuarial valuation (as on 31st March, 2022) did not recommend enhancement due to shortfall in the pension fund. However, Government has taken a positive step by ensuring a minimum pension of Rs. 1000 per month with effect from 08.03.2024, benefiting eligible pensioners.

(c) At present, no such proposal is under consideration.

HACKING OF SOCIAL MEDIA ACCOUNTS

546. SHRIMATI MALA ROY:

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

the number of special media account (WhatsApp, 'X' and Instagram) hacked of Members of Parliament and Cabinet Ministers of Government of India during the last two years?

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):

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.

No such incident of social media account (WhatsApp, ‘X’ and Instagram) hacking of Member of Parliament and Cabinet Minister of Government of India has been reported to CERT-In during last 2 years.

START-UPS UNDER NEXT GENERATION INCUBATION SCHEME

547. SHRI BALASHOWRY VALLABHANENI:

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

(a) whether it is true that 135 Start-ups from Vijayawada are being supported under the Next Generation Incubation Scheme;

(b) if so, the details thereof along with status of each of the above 135 Start-ups;

(c) the details of mentoring, financial, technical and other help extended by the Government on the above Start-ups; and

(d) whether there are any plans to extend such support to other Tier-II cities in the country particularly in Andhra Pradesh and if so, the details thereof?

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

(a) to (d): The Government of India has been promoting entrepreneurship and innovation by nurturing technology startups through 12 Tier-II and Tier-III Software Technology Parks of India (STPI) centres under the Next Generation Incubation Scheme (NGIS). The scheme has concluded in September 2025.

Under NGIS, 686 startups have been supported by providing mentoring, stipends, seed funding, networking, and incubation infrastructure, etc. A total of 133 Start-ups were supported from Vijayawada location under NGIS.

Details and status of 133 Start-ups supported through NGIS-Vijayawada location is placed at **STATEMENT**.

STATEMENT

Details of startups supported under NGIS Scheme through Vijayawada Location

S. No	Start-up Name	Focus Technology	Focus Sector	Financial Support Given		Support provided to startups
				Seed Fund (Y/N)	Stipend (Y/N)	
1	Inovmac Private Limited	IoT, AI/ML, Pattern Recognition And Modular Electronics	Manufacturing	Y	Y	Mentoring, networking and other technical support etc.
2	MLIT-SOL Private Limited	IoT, ML/Data Analytics, AI	AgriTech	Y	Y	Mentoring, networking and other technical support etc.
3	Sandbird Research And	IoT, Robotics, Agri Tech,	AgriTech	Y	Y	Mentoring, networking and other

	Developme nt Private Limited	EV				technical support etc.
4	Arogya Yantra Meditech Private Limited	Internet Of Things (IoT)	Healthtech and Medtech	Y	Y	Mentoring, networking and other technical support etc.
5	Clotech Innovations Private Limited	IR Spectroscop y Based Glucose Detection, IoT, Cloud Computing And Data Analysis.	Healthtech and Medtech	Y	Y	Mentoring, networking and other technical support etc.
6	Fides Medtech Private Limited	AI/ML	Healthtech and Medtech	Y	Y	Mentoring, networking and other technical support etc.

7	Kaigal Services India Private Limited	Angular.Js, Python, AWS	HRTech	Y	Y	Mentoring, networking and other technical support etc.
8	Learning Matters Private Limited	AI	EduTech	Y	Y	Mentoring, networking and other technical support etc.
9	Moon Light Global Solutions Private Limited	Full Stack,React Native	EduTech	Y	Y	Mentoring, networking and other technical support etc.
10	One12 Innovations Private Limited	AI/ML And Google Cloud	AgriTech	Y	Y	Mentoring, networking and other technical support etc.
11	Shreem Datatech	ITand Software	FinTech	Y	Y	Mentoring, networking

	Solutions Private Limited					and other technical support etc.
12	Study Comrade Private Limited	Web And Android Development	EduTech	Y	Y	Mentoring, networking and other technical support etc.
13	Sunne Edtech Private Limited	AI/ML	EduTech	Y	Y	Mentoring, networking and other technical support etc.
14	Talentspotify Private Limited	AWS, React Js, Node Js, Mongo DB	HRTech	Y	Y	Mentoring, networking and other technical support etc.
15	Tenvo Business Solutions Private	GIS	Saas and Software	Y	Y	Mentoring, networking and other technical

	Limited					support etc.
16	Waterbot Online Solutions Private Limited	4G/LTE, LORA	Logistics and Supplychain	Y	Y	Mentoring, networking and other technical support etc.
17	Ada Lovelace Software Private Limited	AI, Assistive Technology, Web App	EduTech	Y	Y	Mentoring, networking and other technical support etc.
18	Julien Innovations India Private Limited	AI/ML	DeepTech	Y	N	Mentoring, networking and other technical support etc.
19	Banzan Ventures Private Limited	Unity	Gaming	Y	N	Mentoring, networking and other technical support etc.
20	Cognosia	NLP	EduTech	Y	N	Mentoring,

	Institute Private Limited	(NATURAL LANGUAGE PROCESSING)				networking and other technical support etc.
21	Humble Innovations Private Limited (Humblx)	Data Analytics	Realestate	Y	N	Mentoring, networking and other technical support etc.
22	Fifth Ocean Studio Private Limited	Unreal Engine + Game Engines	AVGC (Animation Video Gaming Comics)	N	N	Mentoring, networking and other technical support etc.
23	Aerogravity Private Limited	IoT, Electromechanical, AWS	DroneTech	Y	N	Mentoring, networking and other technical support etc.
24	Elecxion Energy Private	IoT, ML, Data Analytics	CleanTech	Y	N	Mentoring, networking and other

	Limited					technical support etc.
25	Nyquest Innovation Labs Private Limited	Ai/Ml, IoT, Embedded Microprocessor	CleanTech	Y	N	Mentoring, networking and other technical support etc.
26	Startoon Labs Private Limited	Internet Of Things (IoT),Mobile Applications	ESDM	Y	N	Mentoring, networking and other technical support etc.
27	Benlycos Private Limited	MPTCP	Telecom	Y	N	Mentoring, networking and other technical support etc.
28	Irin AI Private Limited	Python, React, Sagemaker, AWS	Saas and Software	Y	N	Mentoring, networking and other technical support etc.

29	Sparshmind Innovations Private Limited	VR, COMPUTER VISION	Healthtech and Medtech	Y	N	Mentoring, networking and other technical support etc.
30	Swap Dietetics Private Limited	NAN	Healthtech and Medtech	Y	N	Mentoring, networking and other technical support etc.
31	1M Global Business Services Private Limited	IoT, Blockchain	FinTech	N	Y	Mentoring, networking and other technical support etc.
32	3Stake Labs Private Limited	IoT, Ml/Data Analytics, AI	AgriTech	N	Y	Mentoring, networking and other technical support etc.
33	Autointelli Systems	Ml/Data Analytics, AI	FinTech	N	Y	Mentoring, networking

	Private Limited					and other technical support etc.
34	Backyard Creators Private Limited	Assistive Tech	AssistiveTech	N	Y	Mentoring, networking and other technical support etc.
35	Intech Harness Private Limited	IoT, Embedded Microcprocessor	AgriTech	N	Y	Mentoring, networking and other technical support etc.
36	Scitisense Futurize Private Limited	Internet Of Things (IoT)	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.
37	All Is Well Consultancy LLP	AI	EduTech	N	Y	Mentoring, networking and other technical

						support etc.
38	Buddica Smart Life India Private Limited	Php, Node, Mysql, AWS, Devops Methodology Etc	FinTech	N	Y	Mentoring, networking and other technical support etc.
39	Bundl Health Automation Private Limited	AI/ML	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.
40	Circle	Data Analytics	CleanTech	N	N	Mentoring, networking and other technical support etc.
41	Dr G Rajendra Kumar	AI/ML	EduTech	N	Y	Mentoring, networking and other technical support etc.
42	Dr.	AI/ML and	DeepTech	N	Y	Mentoring,

	Gudikandhula Narasimha Rao	IoT				networking and other technical support etc.
43	Dr.Ch.Ramesh Babu	E-Commerce / Digital Commerce	Regtech (Regulatory Technology)	N	Y	Mentoring, networking and other technical support etc.
44	Farmfit Agrihealth LLP	AI/ML and GIS	AgriTech	N	Y	Mentoring, networking and other technical support etc.
45	Foundry Medical Technologies Private Limited	AI/ML	Healthtech and Medtech	N	N	Mentoring, networking and other technical support etc.
46	Gramtarang Technologi	Internet Of Things (IoT)	Manufacturing	N	Y	Mentoring, networking and other

	es Private Limited					technical support etc.
47	Hrid Biotech (OPC) Private Limited	AI/ML	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.
48	Indian Servers Private Limited	AI/ML	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.
49	N.V.S. Shankar	Assistive Tech	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.
50	Neovibe Technologies India Private Limited	AI/ML	Saas and Software	N	Y	Mentoring, networking and other technical support etc.

51	Novizit Services Private Limited	AR/VR/MR/ XR	Realestate	N	Y	Mentoring, networking and other technical support etc.
52	Pair Tasker	Flutter (Ios and Android Dev)	Sales Tech	N	N	Mentoring, networking and other technical support etc.
53	People Of Prints LLP	Internet Of Things (IoT)	E-Commerce and Retail	N	Y	Mentoring, networking and other technical support etc.
54	Revelec Automotiev Private Limited	Electric Mobility (E-Mobility) and Automotive Technologies	Automotive and E-Mobility	N	N	Mentoring, networking and other technical support etc.
55	Satiwada	Internet Of	Smart Cities	N	N	Mentoring,

	Priyanka	Things (IoT)				networking and other technical support etc.
56	Sudhir Musande	Mobile App	CleanTech	N	Y	Mentoring, networking and other technical support etc.
57	Technobest Enterprises Private Limited	Full-Stack Web and Mobile Development	Logistics and Supplychain	N	Y	Mentoring, networking and other technical support etc.
58	Brain Medsoft Technologies Private Limited	AI/ML	Healthtech and Medtech	N	N	Mentoring, networking and other technical support etc.
59	Colde Press Ventures	B2B	AgriTech	N	N	Mentoring, networking and other

	Private Limited (Cantina)					technical support etc.
60	Ecowise	Mobile App	CleanTech	N	Y	Mentoring, networking and other technical support etc.
61	Kriscommerce Fusion Private Limited	Data Analytics	E-Commerce and Retail	N	Y	Mentoring, networking and other technical support etc.
62	Aaina Akbar	Internet Of Things (IoT)	FinTech	N	Y	Mentoring, networking and other technical support etc.
63	Abblor Tech Private Limited	Enterprise Software (Saas)	Cybersecurity	N	Y	Mentoring, networking and other technical

						support etc.
64	Aedaa Equipments Private Limited (Agroelectronicdevices)	AI/ML	AgriTech	N	Y	Mentoring, networking and other technical support etc.
65	Arthashastra Intelligence Databases Private Limited	AI/ML	FinTech	N	Y	Mentoring, networking and other technical support etc.
66	Boltron Meters Private Limited	AI/ML	AI-Based Market Intelligence and Business Analytics Platform	N	N	Mentoring, networking and other technical support etc.
67	Datalyca	AI/ML	Healthtech	N	Y	Mentoring,

	Technologies Private Limited		and Medtech			networking and other technical support etc.
68	Divine Campus Infotech Private Limited	Php, Codeignitor and Mysql	EduTech	N	Y	Mentoring, networking and other technical support etc.
69	Everlasting	RF and MICROWAVE	CleanTech	N	Y	Mentoring, networking and other technical support etc.
70	Farmx Innovations Private Limited	Internet Of Things (IoT)	AgriTech	N	Y	Mentoring, networking and other technical support etc.
71	Fiacre Telematics Private	Wireless Communication and	Automotive and E-Mobility	N	Y	Mentoring, networking and other

	Limited	Embedded Systems				technical support etc.
72	Golintu Services Private Limited	AI/ML	Logistics and Supplychain	N	N	Mentoring, networking and other technical support etc.
73	Hivericks Technologies Private Limited	IoT andAI	CleanTech	N	Y	Mentoring, networking and other technical support etc.
74	Imminity Private Limited	Data Analytics	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.
75	Jithin CV	AI/ML	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.

76	Kadamba Kanan Enterprises LLP	Data Analytics	AgriTech	N	Y	Mentoring, networking and other technical support etc.
77	Kula Studio Private Limited	AR/VR/MR/ XR	CleanTech	N	Y	Mentoring, networking and other technical support etc.
78	Multe Arts Private Limited	IT and Software	EduTech	N	Y	Mentoring, networking and other technical support etc.
79	Ngencare Solutions (OPC) Private Limited	AI/ML	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.
80	Oneagri Innovations	E-Learning	AgriTech	N	Y	Mentoring, networking

	Private Limited					and other technical support etc.
81	Optify Industrial Solutions Private Limited	AI/ML	CleanTech	N	N	Mentoring, networking and other technical support etc.
82	Paripalana Associates Private Limited	GIS (GEOGRAPHIC INFORMATION SYSTEM)	FinTech	N	Y	Mentoring, networking and other technical support etc.
83	Pavo and Tusker Innovations Private Limited	AI/ML	DeepTech	N	N	Mentoring, networking and other technical support etc.
84	Paw Patrol	Internet Of Things (IoT)	FinTech	N	Y	Mentoring, networking and other

						technical support etc.
85	Prince Gideon Kubendran Amos	AI/ML	EduTech	N	Y	Mentoring, networking and other technical support etc.
86	Remcos Medical Technologies Private Limited	Internet Of Things (IoT)	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.
87	Sunwind Eco Technologies Private Limited	Internet Of Things (IoT)	CleanTech	N	Y	Mentoring, networking and other technical support etc.
88	Vasanthammal Technologies	Drone Technology	AgriTech	N	Y	Mentoring, networking and other technical support etc.

89	Vedansh Innovations Private Limited	AR/VR/MR/ XR	DeepTech	N	Y	Mentoring, networking and other technical support etc.
90	Avinya Neurotech Private Limited	AI/ ML/ DL, ELECTRONICS, MECHANICAL DESIGNING	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.
91	Ignomagine Private Limited	AI, IOT, Robotics	Robotics	Y	N	Mentoring, networking and other technical support etc.
92	Bbbs Cyber Security Private Limited	Defence, Ai, Cybersecurity, Electronic Warfare, And Advanced	Cybersecurity	N	Y	Mentoring, networking and other technical support etc.

		Materials				
93	Budmore Agro Industries Private Limited	IoT, Web-Tech, Nano-Tech, And Material Science	AgriTech	N	N	Mentoring, networking and other technical support etc.
94	Busivold Retail Solutions Private Limited	Full Stack Web Softwares , Php, (Blockchain Upcoming)	E-Commerce and Retail	N	Y	Mentoring, networking and other technical support etc.
95	Baaz Dynamics Private Limited	AI/ML, IoT,Data Analytics	Aerospace and Defence	N	N	Mentoring, networking and other technical support etc.
96	Brahman Game Studios Private Limited	Unity	Gaming	N	N	Mentoring, networking and other technical support etc.

97	Diagopreutic Private Limited	Biochemistry - Electronic Signal Processing And Bacteria Charge Detection	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.
98	Metazen Digital Private Limited	Artificial Intelligence, Machine Learning, Data Analytics	EduTech	N	Y	Mentoring, networking and other technical support etc.
99	Norian Games Private Limited	Others	Gaming	N	N	Mentoring, networking and other technical support etc.
100	Gahan AI Private Limited	Internet Of Things (IoT),Other	Automotive and E-Mobility	N	N	Mentoring, networking and other technical

						support etc.
101	Kode Blue Technologies Private Limited	Enterprise Software (Saas) With Artificial Intelligence (AI) And Cloud Computing	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.
102	La Poochi Private Limited (Azzetta)	Internet Of Things (IoT)	E-Commerce and Retail	N	Y	Mentoring, networking and other technical support etc.
103	Nemocare Wellness Private Limited	AI Healthcare	Healthtech and Medtech	N	N	Mentoring, networking and other technical support etc.
104	Paravani Business Solutions	AI, Radio Technology Stack, M2M	ICT - Information and	N	N	Mentoring, networking and other

	Private Limited	Communication Devices, Digital Infrastructure	Communication Technology			technical support etc.
105	Payaid Payments Private Limited	AI With A Robust Payment Gateway System	FinTech	N	N	Mentoring, networking and other technical support etc.
106	Arkgeniq Private Limited	Mobile, Web	HRTech	N	N	Mentoring, networking and other technical support etc.
107	Canectar Foods Private Limited	Robotics and Automation	AgriTech	N	N	Mentoring, networking and other technical support etc.

108	Crion Learning Private Limited	Mobile, Web And Cloud	EduTech	N	N	Mentoring, networking and other technical support etc.
109	Enthuziastic India Online Services Private Limited	Saas	EduTech	N	N	Mentoring, networking and other technical support etc.
110	Raana Semiconductors Private Limited	Czochralski, Float Zone, Bridgman,	ESDM	N	N	Mentoring, networking and other technical support etc.
111	Sports Inddex N Tech Private Limited	Big Data	FinTech	N	N	Mentoring, networking and other technical support etc.
112	Tesquirel	Python,	Saas and	Y	N	Mentoring,

	Solutions Private Limited	Java, Angular, Generative Ai, Llm	Software			networking and other technical support etc.
113	Scrapify Ecotech Private Limited	AI, IoT, Deep Tech, Mobile	CleanTech	N	N	Mentoring, networking and other technical support etc.
114	Showbay Technologies Private Limited	AI, Saas, Webxr	EventTech	N	N	Mentoring, networking and other technical support etc.
115	Staizi India Private Limited (Stayflexi Inc)	Java and AWS	Tourism and Hospitality	N	N	Mentoring, networking and other technical support etc.
116	Nirvesh Enterprises Private	Artificial Intelligence,I nternet Of	ESDM	Y	N	Mentoring, networking and other

	Limited	Things (IoT),Mobile Applications, 3D Printing,Esdm				technical support etc.
117	Sustenances Growth Cultivation Private Limited (Konnectnxt)	Artificial Intelligence, Blockchain	HRTech	Y	N	Mentoring, networking and other technical support etc.
118	Milatonics Private Limited (Aqua Solutions)	Internet Of Things (IoT)	AgriTech	N	Y	Mentoring, networking and other technical support etc.
119	Segura Invendors Private Limited	AI,ML,Deepl earning	Monitoring and Maintenance	N	Y	Mentoring, networking and other technical

						support etc.
120	Soulpage IT Solutions Private Limited	AI/ML,NLP (Natural Language Processing)	AI/Ml	N	N	Mentoring, networking and other technical support etc.
121	Adtip Private Limited	Internet Of Things (IoT),Mobile Applications	AdTech	N	N	Mentoring, networking and other technical support etc.
122	Docker Vision Private Limited	Artificial Intelligence,Internet Of Things (IoT),Cloud Computing,Industry 4.0	Logistics and Supplychain	N	N	Mentoring, networking and other technical support etc.
123	Rootskart Agritech Private Limited	Artificial Intelligence,Internet Of Things	AgriTech	N	Y	Mentoring, networking and other technical

		(IoT),Big Data Analytics,Industry 4.0				support etc.
124	Nuvowallet Innovations Private Limited	Blockchain, Cloud Computing, Mobile Applications	Healthtech and Medtech	N	Y	Mentoring, networking and other technical support etc.
125	Spotless AI Robotics Private Limited	Artificial Intelligence,Internet Of Things (IoT),Robotics,Cleantech	Robotics	N	N	Mentoring, networking and other technical support etc.
126	Whiz Key IoT Private Limited	Internet Of Things (IoT)	IoT / Smart Home Automation	N	Y	Mentoring, networking and other technical support etc.
127	Xellier	Artificial	SecurityTec	N	N	Mentoring,

	Network Solutions Private Limited	Intelligence,Internet Of Things (Iot),Big Data Analytics	h			networking and other technical support etc.
128	Xiotz Private Limited	Cybersecurity	Cybersecurity	N	N	Mentoring, networking and other technical support etc.
129	Syncwave Automation Private Limited	Artificial Intelligence,Internet Of Things (Iot)	CleanTech	N	Y	Mentoring, networking and other technical support etc.
130	Tarisa Technologies Private Limited	AI	Banking And Financial Services	N	N	Mentoring, networking and other technical support etc.
131	Torus	Deep/Climat	Automotive	Y	N	Mentoring,

	Robotics Private Limited	e Tech, EV Powertrain	and E-Mobility			networking and other technical support etc.
132	Visaiyon Energies And Electro-Motors Private Limited	Battery and Motor Technologies	Automotive and E-Mobility	N	N	Mentoring, networking and other technical support etc.
133	Chrogene Aarogyam Biotech Private Limited	Other	Healthtech and Medtech	Y	N	Mentoring, networking and other technical support etc.

S&T-PRISM

548. SHRI B K PARTHASARATHI:

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

(a) the number of start-ups and Micro, Small and Medium Enterprises

(MSMEs) that have applied and been selected under the Promotion of Research and Innovation in Start-ups and MSMEs (SandT-PRISM) initiative, State and year-wise since inception;

(b) the amount of financial assistance sanctioned, released and disbursed to such selected entities, State and year-wise;

(c) the pilot-scale and RandD-scale facilities supported for processing and recovery of rare earth materials including locations, implementing agencies and current status of operation;

(d) whether successful recovery of rare earth minerals has been initiated or achieved through such supported pilot projects;

(e) if so, the details thereof along with the type and quantity of minerals recovered, State and project-wise; and

(f) the details of the technology outcomes, commercial readiness and scale-up plans emerging from such pilot projects?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): Since inception, 40 projects out of 394 applications received from Start-ups and Micro, Small and Medium Enterprises (MSMEs) under the SandT–PRISM (Promotion of Research and Innovation in Start-ups and MSMEs) component of the Science and Technology (SandT) Programme of Ministry of Mines have

been selected on merit basis for financial assistance. The State and year-wise details of applications received and selected under the SandT–PRISM component are at **STATEMENT**-I.

(b): Financial assistance of ₹52.13 crore has been sanctioned and ₹23.83 crore have been released to such selected entities. The State and year-wise details of the assistance sanctioned, released/ disbursed are at **STATEMENT-II**.

(c) to (f): The details of four pilot-scale and RandD-scale projects supported for processing and recovery of rare earth materials, including their location, implementing agencies and current status are at **STATEMENT-III**.

One pilot project for production of Neodymium–Praseodymium (Nd–Pr) metal has been successfully completed by M/s Ashvini Rare Earth Pvt. Ltd., Pune, Maharashtra. The project scaled up from laboratory Technology Readiness Level (TRL-4) to TRL-7, demonstrating production of Nd–Pr metal from Nd–Pr oxide through the calciothermic reduction route and approximately 100 kg NdPr metal recovered. The pilot plant has been commissioned with an installed capacity of approximately 36 tonnes per annum of Nd–Pr metal.

Another completed project, M/s Innocule Materials and Additives Pvt. Ltd., Bhubaneswar, Odisha, has successfully demonstrated the complete process flow for the recovery of scandium oxide from red mud, scaling up from laboratory-scale (TRL-4) to TRL-6, through an integrated pilot plant capable of processing 2 tonne of red mud per day. Through pilot-scale operations, this

facility has produced approximately 250 grams of scandium oxide (Sc_2O_3).

STATEMENT-I

State and year-wise details of applications received and projects selected under S&T-PRISM component

State/UT	2023		2024		2025		2026	
	Applied	Selected	Applied	Selected	Applied	Selected	Applied	Selected
Andhra Pradesh	2	-	3	-	-	-	1	-
Arunachal Pradesh	1	-	-	-	-	-	-	-
Assam	1	-	2	-	-	-	-	-
Bihar	-	-	2	-	-	-	1	-
Chhattisgarh	1	-	4	-	1	-	2	-
Delhi	-	-	13	1	2	-	3	-
Gujarat	1	-	11	1	1	-	7	-
Haryana	1	-	6	-	3	1	6	1
Jammu and Kashmir	-	-	1	-	-	-	-	-
Jharkhand	2	-	8	-	-	-	1	-

Karnataka	5	-	19	2	11	1	8	-
Kerala	-	-	2	-	-	-	2	-
Madhya Pradesh	2	-	3	1	2	-	3	-
Maharashtra	5	1	49	7	15	2	19	3
Manipur	-	-	1	-	-	-	-	-
Meghalaya	3	1	2	1	-	-	-	-
Odisha	9	2	18	5	1	-	6	2
Puducherry	-	-	-	-	1	-	-	-
Punjab	-	-	4	-	-	-	-	-
Rajasthan	-	-	7	-	3	-	4	-
Tamil Nadu	18	-	20	2	5	1	8	-
Telangana	3	-	11	1	3	1	3	1
Tripura	-	-	-	-	2	-	1	-
Uttar Pradesh	1	1	5	-	2	-	2	-
Uttarakhand	-	-	4	-	-	-	1	1
West Bengal	1	-	6	-	4	-	3	-
Grand Total	**56**	**5**	**201**	**21**	**56**	**6**	**81**	**8**

STATEMENT-II

State and year-wise details of the financial assistance sanctioned amount released/disbursed to the selected Start-ups and MSMEs.

(in ₹ Lakhs)

State/UT	Total Sanctioned Grant	Amount Released/disbursed		
		2024	2025	2026
Maharashtra	1527.4	207.66	265.728	39.80
Odisha	1185.92	257.3	151.92	583.14
Uttar Pradesh	116.52	46.6	46.6	-
Meghalaya	120	48	48	-
Tamil Nadu	347.6	15	120.74	39.12
Karnataka	607.25	80	242.9	30
New Delhi	296	118.4	62.4	-
Telangana	348.45	-	139.38	29.69
Gujarat	120	-	72	24
Harayana	269	-	43.6	-
Madhya Pradesh	99.75	-	59.85	19.95
Uttarakhand	175	-	-	-
Grand Total	**5212.89**	**689.58**	**1358.50**	**334.48**

STATEMENT-III

Details of locations, implementing agencies and current status of the projects for processing and recovery of rare earth materials:

S.No	Project Title	Details of Facilities	Implementing agency and Location	Current Status
1	Establishment of Pilot Plant (TRL-7) for Extraction of Neodymium - Praseodymium (Nd-Pr) metal from Neodymium - Praseodymium oxide (Nd-Pr oxide) through Calcio-thermic reduction route for NdFeB Base Permanent Magnet Application	Production of NdPr metal (≥ 99.8% pure) through calciothermic / metallothermic reduction route at an installed capacity of 36 Tons per Year	Ashvini Rare Earth Pvt Ltd, Pune, Maharashtra	Completed
2	SCIN: A process to extract scandium	Pilot production facility for	Innocule Materials and	Completed

	oxide from red mud	processing 2 tons red mud per day	Additives Pvt Ltd, Bhubaneswar, Odisha	
3	NdPr Metal Production through Molten Salt Electrolysis Technology	Production of NdPr metal (≥ 99.9% pure) through molten salt electrolysis route at an installed capacity of producing 2Kgs per batch of NdPr metal	PG Tech Pvt Ltd, Indore, Madhya Pradesh	Progress as per milestone
4	Solvent Extractants and Ion-Exchange Resin chemicals for Strategic and Rare Earth Metal Recovery	Scalable process / facility to manufacture solvent extractants and ion exchange resins based on proprietary processes for recovery of rare	PolyProtic Chemicals Pvt Ltd, Vadodara, Gujarat	Progress as per milestone

		earth minerals through solvent extraction and ion exchange routes		

NAMAKKAL–ARIYALUR RAIL CONNECTIVITY

549. SHRI ARUN NEHRU:

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

(a) whether the Government has assessed the economic and connectivity benefits of the proposed Namakkal–Ariyalur via Perambalur new railway line for the Perambalur Lok Sabha Constituency and the region;

(b) if so, the details of the projected benefits in terms of passenger traffic, freight movement, industrial development and reduction in travel time to the nearest railway station (currently ~30 km away in Ariyalur); and

(c) whether the priority accorded to this project in the overall rail infrastructure development plan for Tamil Nadu 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): Perambalur is about 30 Km away from Ariyalur Railway station which

serves as the transportation hub for the nearby regions. Further, to provide direct connectivity to Perambalur, a survey for Namakkal-Ariyalur new line via Perambalur (116 km) 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.

Railway Budget:-

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

Period	Outlay
2009-14	₹879 crore/year
2026-27	₹ 7,611 crore (more than 8 times)

Track Construction:

The details of constructing new track falling fully/partly in the State of Tamil Nadu are as under:

Period	New track Commissioned
2009-14	923 Km

2014-26	1,356 Km

Projects sanctioned:-

As on 01.04.2026, 19 projects (08 new line, 03 gauge conversion and 08 doubling) of total length of 1,874 km, costing ₹27,282 Crore, falling fully/partly in the State of Tamil Nadu have been sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in km)	Length Commissioned upto March, 2026 (in Km)	Total Exp. upto March, 2026 (₹ in Cr.)
New Line	8	811	24	1,514
Gauge Conversion	3	748	631	3,605
Doubling /Multitracking	8	314	54	3,693
Total	**19**	**1,874**	**709**	**8,811**

Recently Completed Projects:-

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

S.N.	Project	Cost (₹ in Crores)
1	Dindigul- Pollachi gauge conversion (121 km)	610
2	Pollachi-Palghat gauge conversion (56 km)	350
3	Pollachi-Podhanur gauge conversion (40 km)	400
4	Quilon- Tiruchendur gauge conversion (357 km)	1,122
5	Mayiladuturai - Karaikkudi gauge conversion (187 km)	1,338
6	Madurai-Bodiyakannur gauge conversion (90 km)	593
7	Chengalpattu-Villupuram doubling (102 km)	670
8	Tiruvallur-Arakkonam 4th line (27 km)	83
9	Thanjavur-Ponmalai doubling (48 km)	370
10	Villupuram-Dindigul doubling (273 km)	2,000
11	Chennai Beach-Attipattu 4th line (22 km)	293
12	Omalur-Metturdam Patch doubling (29 km)	327
13	Chengalpattu - Villupuram and Tambaram - Chengalpattu-3rd line (133 km)	1,122
14	Salem- Omalur doubling (11 km)	115
15	Madurai- Tuticorin doubling (160 km)	1,891
16	Maniyachi-Nagercoil doubling (102 km)	1,752
17	Chennai Beach-Chennai Egmore doubling (4 km)	272

Ongoing Projects:-

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

S.N.	Project	Cost (₹ in Crores)
1	Tindivanam-Nagari new line (184 km)	3,631
2	Morappur-Dharmapuri new line (36 km)	359
3	Trivandrum-Kanyakumari doubling (87 km)	4,494
4	Irugur-Podanur doubling (11 km)	277
5	Tambaram-Chengalpattu 4th line (30 km)	757
6	Attipattu-Gummidipundi 3rd and 4th line (23 km)	365
7	Tirupati- Katpadi doubling (105 km)	1,216
8	Tindivanam- Tiruvannamalai new line (71 km)	1,400
9	Atipattu – Puttur new line (88 km)	1,700
10	Chennai – Cuddulore new line (179 km)	2,670
11	Baiyapannahalli to Hosur doubling (48 km)	1,160
12	Arakkonam-Chengalpattu doubling (68 km)	993
13	Erode- Karur doubling (67 km)	986

Execution of important infrastructure projects falling fully/partly in the State of Tamil Nadu are held up due to delay in land acquisition. Status of land acquisition in Tamil Nadu is as under:

Total Land required for Projects in Tamil Nadu	4,612 ha
Land Acquired	1,178 ha (26%)
Balance Land to be acquired	3,434 ha (74%)

Support of the Government of Tamil Nadu is needed to expedite the land acquisition.

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

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)	93	47	46
4.	Mannargudi-Pattukkottai new line (41 km)	204	0	204
5.	Thanjavur-Pattukottai new line (52 km)	152	0	152

Further, Rameshwaram – Dhanushkodi new line (18 km) was sanctioned at a cost of ₹734 Cr. The Foundation Stone of the project was laid on 01.03.2019. However, the project could not be started because the land acquisition has not been undertaken by the State Govt. of Tamil Nadu.

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

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

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

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

- Better integration of the region with other parts of the country
- Faster movement of goods and services
- Improving logistics efficiency
- Enhance line capacity
- Increase in direct and indirect employment opportunities for the people of the region
- Reduces operational bottlenecks
- Development of tourism industry and increase in industrial activities in the region.

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

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

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

STRENGTHENING CONSUMER PROTECTION LAWS

550. SHRI HASMUKHBHAI SOMABHAI PATEL:

SHRIMATI POONAMBEN HEMATBHAI MAADAM:

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

(a) the details of the measures taken by the Government to strengthen consumer protection and ensure better redressal of consumer grievances;

(b) the details of the initiatives being undertaken by the Government to raise awareness among consumers regarding their rights and to protect themselves from fraud, deceptive marketing and sub-standard products; and

(c) whether the National Consumer Helpline has improved accessibility and resolution of consumer complaints and if so, the details thereof?

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 (c) : The Department of Consumer Affairs has strengthened the consumer protection framework through the enactment of the Consumer Protection Act, 2019, to effectively address emerging challenges arising from globalization, technological advancements and e-commerce.

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.

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.

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. 1,853 companies, who have voluntarily partnered with NCH, as part of the 'Convergence' programme directly respond to these grievances according to their redressal process and revert by providing a feedback to the complainant on the portal. The National Consumer Helpline (NCH) has successfully facilitated refund amounting to over ₹91 crore to consumers between 25th April 2025 and 30th June 2026.

Under the provisions of the Consumer Protection Act, 2019, the Central Consumer Protection Authority (CCPA) is empowered to intervene for preventing consumer detriment arising from unfair trade practices through issuance of guidelines and class action(s), including the enforcement of recalls, refunds and return of products. It has the mandate to prevent and regulate false or misleading advertisements which are prejudicial to the public interest.

The CCPA has notified the Guidelines for Prevention of Misleading Advertisements and Endorsements for Misleading Advertisements, 2022;

Guidelines on hotels and restaurants shall not levy service charge; Guidelines on Prevention of Dark Pattern 2023; Guidelines on Prevention and Regulation of Greenwashing, 2024; Guidelines on Prevention and Regulation of Misleading Advertisement in Coaching Sector, 2024 and Guidelines on Prevention and Regulation of Illegal Listing and Sale of Radio Equipment including Walkie Talkies on E-Commerce Platforms, 2025.

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.

The Department 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, e-Daakhil, 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). e-Jagriti has reduced reliance on physical proceedings and has accelerated justice delivery. The National Consumer Disputes Redressal Commission (NCDRC) and State Commissions in Chandigarh, Chhattisgarh, Himachal Pradesh, Karnataka, Madhya Pradesh, Meghalaya, Nagaland, Puducherry, Punjab, Rajasthan, Tamil Nadu, and Uttarakhand achieved disposal rates above 100% after July, 2025. In 2025, 1,62,474 cases were filed and 1,50,197 disposed of, that outperformed the disposal rate of the year 2024. Also, 1,021 Non-Resident Indians (NRIs) registered their complaints using e-Jagriti portal from abroad till 17th July, 2026.

The Department is undertaking extensive consumer awareness initiatives under the flagship "Jago Grahak Jago" campaign to educate consumers about their rights and protect them from fraud, deceptive marketing practices and substandard products. Consumer awareness messages are disseminated through multimedia platforms, including Prasar Bharati, NFDC, CBC, IRCTC,

Meta, MyGov and official social media handles. The Department also conducts IVRS and SMS campaigns in English, Hindi and nine regional languages, with focused outreach in North-Eastern States and SC/ST-dominated areas, besides providing grant-in-aid to States/UTs for localized awareness programmes. Further, the Department regularly disseminates information through digital creatives, audio-visual content and public awareness campaigns on consumer rights, safe consumer practices, hallmarking, ISI certification, packaged commodities, misleading advertisements and grievance redressal mechanisms. Grassroots awareness is being strengthened through weekly capacity-building sessions with Panchayati Raj Institutions across all States/UTs, while participation in public events, cinema campaigns, AIR broadcasts and collaboration with MyGov has further expanded outreach, enabling consumers to make informed choices and seek timely redressal of grievances.

झारखंड में कोयले का अवैध खनन

551. श्री नलिन सोरेन:

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

(क) क्या सरकार इस तथ्य से अवगत है कि झारखंड के धनबाद जिले के सिंदरी-तासरा में किसी कंपनी द्वारा बड़े पैमाने पर कोयले का अवैध खनन और तस्करी गतिविधियां की जा रही हैं;

(ख) यदि हां, तो विगत तीन वर्षों के दौरान धनबाद में अवैध खनन के विरुद्ध की-गई-कार्रवाई, दर्ज किए गए मामलों, की गई गिरफ्तारियों और जब्त किए गए कोयले की मात्रा का वर्ष-वार ब्यौरा क्या है;

(ग) क्या सरकार ने अवैध खनन को प्रभावी ढंग से रोकने के लिए राज्य सरकार, कोल इंडिया लिमिटेड, भारत कोकिंग कोल लिमिटेड और संबंधित एजेंसियों के साथ कोई संयुक्त कार्य-योजना तैयार की है;

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

(ङ) धनबाद में अवैध खनन, पर्यावरणीय क्षति तथा जान-माल के नुकसान को रोकने के लिए सरकार द्वारा क्या कदम उठाए गए हैं और उठाए जाने हैं?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) : केन्द्रीय सार्वजनिक क्षेत्र के उद्यम स्टील अथॉरिटी ऑफ इंडिया लिमिटेड (सेल) से झारखंड के धनबाद जिले में सिंदरी तसरा में तासरा ओपन कास्ट परियोजना (ओसीपी) से कोयले के अवैध खनन अथवा तस्करी की किसी घटना की सूचना नहीं मिली है।

(ख) : पिछले तीन वर्षों के दौरान धनबाद में अवैध खनन के विरुद्ध केन्द्रीय औद्योगिक सुरक्षा बल (सीआईएसएफ) के माध्यम से की गई कार्रवाई, दर्ज किए गए मामले, की गई गिरफ्तारियां और जब्त किए गए कोयले की मात्रा का वर्ष-वार ब्यौरा निम्नानुसार है -

वर्ष कुल छापे अवैध खनन को बंद करना दर्ज मामले की गई गिरफ्तारी जब्त कोयला (टन)

2024 499 337 50 स्टेशन डायरी प्रविष्टियाँ 13 9,505.06 2025 675 477 18 दैनिक डायरी प्रविष्टि और 01 एफआईआर 13 12,562.10 2026 (आज की तारीख की स्थिति के अनुसार) 325 294 12 स्टेशन डायरी प्रविष्टियाँ; 09 व्यक्तियों के विरुद्ध एमएमडीआर अधिनियम के तहत न्यायालय के समक्ष 07 शिकायतें दर्ज की गई 06 4,673.15

(ग) और (घ) : अवैध खनन और कोयले की चोरी की रोकथाम सहित कोयला क्षेत्र की सुरक्षा पर अंतर-मंत्रालयी और अंतर-एजेंसी समन्वय को सुदृढ़ करने के लिए अपर सचिव, कोयला मंत्रालय की अध्यक्षता में कोयला क्षेत्र समन्वय समिति का गठन किया गया है। इस समिति में कोयला मंत्रालय, गृह मंत्रालय, खान मंत्रालय, कोल इंडिया लिमिटेड (सीआईएल) और इसकी सहायक कंपनियों, सीआईएसएफ, संबंधित राज्य सरकारों और कोयला खनन क्षेत्रों में तैनात अन्य सुरक्षा बलों के प्रतिनिधि शामिल हैं।

इसके अतिरिक्त, अवैध खनन और कोयले की चोरी की निरंतर निगरानी और रोकथाम के लिए जिला और क्षेत्र दोनों स्तरों पर एक समर्पित कार्यबल का गठन किया गया है। जिला स्तर पर, कार्य बल उपायुक्त (डीसी) की अध्यक्षता में कार्य करता है। कार्यबल की बैठकों के दौरान लिए गए निर्णयों के अनुसार बीसीसीएल, जिला प्रशासन, पुलिस और अन्य संबंधित एजेंसियों द्वारा संयुक्त रूप से आवश्यक निवारक और प्रवर्तन कार्रवाई की जाती है।

(ङ) : उपर्युक्त विवरण के अलावा, धनबाद में अवैध खनन, पर्यावरणीय क्षति और जान-माल की हानि को रोकने के लिए सरकार द्वारा निम्नलिखित कदम उठाए गए हैं -

(i) सरकार ने अवैध खनन और कोयला चोरी के लिए वर्ष 2018 में नागरिक-आधारित रिपोर्टिंग सिस्टम अर्थात् ‘‘खनन प्रहरी’’ ऐप और एक वेब ऐप कोयला खान निगरानी और प्रबंधन प्रणाली (सीएमएसएमएस) लांच किया ताकि अनधिकृत कोयला खनन गतिविधियों को रिपोर्ट किया जा सके।

(ii) कोयले के अवैध खनन और चोरी के विरूद्ध त्वरित और प्रभावी कार्रवाई करने की सुविधा के लिए, कोयला मंत्रालय ने खान और खनिज (विकास और विनियमन) अधिनियम, 1957 की धारा 21(4) (अवैध गतिविधि को करने या उसमें मदद करने के लिए इस्तेमाल किए गए औजार, उपकरण, वाहनों या कोई अन्य वस्तु जब्त करना), धारा 22 (अपराधों का संज्ञान लेना), धारा24 (प्रवेश और निरीक्षण की शक्ति) और 23ख (तलाशी लेने की शक्ति) के तहत दिनांक 21.11.2025 और 01.07.2026 को अधिसूचनाएं जारी की हैं। इन अधिसूचनाओं के माध्यम से, कोल इंडिया लिमिटेड (सीआईएल) और इसकी सहायक कंपनियों के नामित अधिकारियों के साथ-साथ केंद्रीय औद्योगिक सुरक्षा बल (सीआईएसएफ) के अधिकारियों को सशक्त बनाया गया है।

(iii) अवैध गतिविधियों को रोकने के लिए भौतिक सुरक्षा, प्रौद्योगिकीय निगरानी, आसूचना एकत्र करने और प्रवर्तन कार्रवाइयों को शामिल करते हुए एक बहु-स्तरीय तंत्र तैनात किया गया है। अवैध कोयला, वाहन और उपकरण जब्त करके विश्वसनीय आसूचना के आधार पर नियमित रूप से लक्षित छापे मारे जा रहे हैं। सहायक कंपनियों का प्रबंधन अवैध खनन की सूचना मिलने पर आवश्यक कार्रवाई करने के लिए स्थानीय पुलिस स्टेशन में एफआईआर दर्ज कराता है। राज्य/जिला प्रशासन दर्ज एफआईआर पर आगे की कार्रवाई करता है।

(iv) अधिक समन्वित और प्रभावी सुरक्षा ढांचा सुनिश्चित करने के लिए एक व्यापक मानक प्रचालन प्रक्रिया (एसओपी) तैयार की गई है।

(v) सीआईएसएफ की मैनपावर को युक्तिसंगत बनाने के लिए कोर और नॉन-कोर क्षेत्रों की पहचान की गई है ताकि सुरक्षा तैनाती को अधिक केंद्रित, जोखिम-आधारित और कुशल बनाया जा सके।

(vi) खान प्रबंधन और स्थानीय पुलिस के समन्वय से कार्यनीतिक स्थानों पर संयुक्त सुरक्षा जांच चौकियां स्थापित की गई हैं।

(vii) महत्वपूर्ण अवसंरचना, कोयला परिवहन मार्गों और संदिग्ध गतिविधियों के लिए एकीकृत कमान और नियंत्रण केन्द्र (आईसीसीसी) के माध्यम से निगरानी की जाती है। अवैध खनन स्थलों

और अनधिकृत खान ओपनिंग को चिन्हित करने के लिए सीआईएसएफ ड्रोन टीम द्वारा ड्रोन निगरानी की जाती है। निगरानी के निष्कर्षों के आधार पर, अवैध ओपनिंग की डोजिंग/क्लोजिंग, जहां कहीं लागू हो, अवैध रूप से निकाले गए कोयले की वसूली और अन्य निवारक उपाय करने जैसी त्वरित कार्रवाई की जाती हैं।

(viii) कोयले के अवैध परिवहन को रोकने के लिए वाहन ट्रैकिंग प्रणाली का उपयोग तेज कर दिया गया है। कोयले की अवैध आवाजाही पर अंकुश लगाने के उद्देश्य से खनन और आसपास के क्षेत्रों में वाहनों की औचक जांच तेज कर दी गई है।

(ix) सीआईएसएफ के वरिष्ठ अधिकारी सरकार की 'शून्य कोयला रिसाव' नीति को सुनिश्चित करने के लिए औचक निरीक्षण करते हैं और नियमित रूप से फील्ड के दौरे करते हैं। कोयला डंप, रेलवे साइडिंग पर, छापा मारने वाली टीमों में सीआईएसएफ कार्मिकों की तैनाती में वृद्धि की गई है।

(x) इन क्षेत्रों में अवैध गतिविधियों को रोकने के लिए परित्यक्त खानों के मुहाने पर कंक्रीट की दीवारें खड़ी की गई हैं। बाड़ लगाकर, उचित प्रकाश-व्यवस्था और चौबीसों घंटे पहरा देकर कोयला डंपों पर सुरक्षा को मजबूत किया गया है।

(xi) पर्यावरणीय क्षति को रोकने के लिए, कोयला खानों/परियोजनाओं के सभी समूहों के लिए पर्यावरण प्रभाव मूल्यांकन (ईआईए) रिपोर्ट तैयार की जाती है, जिसमें वायु, जल, भूमि, सामाजिक आर्थिक प्रभाव आदि के लिए पर्यावरणीय प्रभाव निर्धारित किए जाते हैं। पर्यावरण प्रबंधन योजना (ईएमपी) पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय द्वारा तैयार और अनुमोदित की जाती है ताकि आस-पास के गांवों/बस्तियों पर खनन गतिविधि के किसी भी प्रभाव को कम किया जा सके। पर्यावरणीय मापदंडों (वायु, जल और ध्वनि) के लिए नियमित रूप से पर्यावरण निगरानी की जाती है।

(xii) पुनरावृत्ति को रोकने के लिए दुर्घटनाओं का मूल कारण विश्लेषण (आरसीए) किया जाता है। कर्मचारी परिवहन प्रबंधन प्रणाली (ईटीएमएस), मशीनीकरण और रियल टाइम निगरानी प्रणाली

सहित उन्नत सुरक्षा अवसंरचना स्थापित की गई है। आपातकालीन तैयारियों को मजबूत करने और समग्र खान सुरक्षा में सुधार के लिए नियमित मॉक ड्रिल, वैज्ञानिक अध्ययन और केंद्रित सुरक्षा अभियान भी आयोजित किए जाते हैं।

बरेली जिले में आईआरसीटीसी खाते बंद किया जाना

552. श्री नीरज मौर्य:

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

(क) क्या उत्तर प्रदेश के बरेली जिले में आधार से जुड़े न होने के कारण लगभग 7,000 आईआरसीटीसी उपयोगकर्ता खाते बंद कर दिए गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) विगत तीन वर्षों के दौरान देश भर में बंद किए गए ऐसे आईआरसीटीसी खातों का राज्य-वार ब्यौरा क्या है;

(ग) आधार सत्यापन को अनिवार्य बनाए जाने के बाद फर्जी टिकट बुकिंग खातों और दलालों द्वारा संचालित खातों पर प्रभावी ढंग से कितनी रोक लगी है और इसके परिणामस्वरूप वास्तविक यात्रियों को टिकटों की उपलब्धता में सुधार का ब्यौरा क्या है;

(घ) ऑनलाइन टिकट बुकिंग में कड़े उपाय किए जाने के बाद गत एक वर्ष के दौरान ऑनलाइन और काउंटर टिकटों की बिक्री के तुलनात्मक आंकड़े क्या हैं; और

(ङ) क्या सरकार का टिकटों की कालाबाजारी के नेटवर्क को पूरी तरह से समाप्त करने के लिए कोई अन्य नई प्रौद्योगिकी, निगरानी/दंडात्मक तंत्र स्थापित करने का विचार है?

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

(क) से (ङ): आईआरसीटीसी द्वारा किसी भी उपयोगकर्ता के खाते को आधार से लिंक नहीं किए जाने के कारण निष्क्रिय नहीं किया गया है। आईआरसीटीसी असामान्य मोबाइल नंबरों, ईमेल डोमेन, आईपी पते आदि के आधार पर संदिग्ध उपयोगकर्ता आईडी की पहचान करने के लिए व्यापक मापदंडों को अपनाता है। 01.01.2024 से 30.06.2026 की अवधि के दौरान, 6.68 करोड़ रुपए से अधिक उपयोगकर्ता खाते निष्क्रिय कर दिए गए और 6.22 करोड़ से अधिक उपयोगकर्ता खातों को पुन: सत्यापन के विकल्प के साथ अस्थायी निलंबन के तहत रखा गया।

आधार प्रमाणीकरण की शुरूआत से फर्जी या अनधिकृत एजेंट-नियंत्रित अनेक उपयोगकर्ता खातों के निर्माण और संचालन को रोकने में मदद मिली है। यह युक्ति खाता बहुलीकरण और स्वचालित दुरुपयोग के विरुद्ध एक प्रभावी सुरक्षा उपाय के रूप में कार्य करता है, जिससे टिकटों का निष्पक्ष आवंटन सुनिश्चित होता है। आधार प्रमाणीकरण ने अनुचित बुकिंग प्रथाओं को कम करके और ऑनलाइन बुकिंग प्रणाली में पारदर्शिता बढ़ाकर प्रमाणिक यात्रियों के लिए बेहतर टिकट उपलब्धता में योगदान दिया है। इसके अलावा, भारतीय रेल द्वारा यह सुनिश्चित करने के लिए कि टिकट प्रमाणिक उपयोगकर्ताओं को उपलब्ध हों इसके लिए निम्नलिखित कदम भी उठाए गए हैं:

1) <u>प्रणालीगत उपाय (कंटेट डिलीवरी नेटवर्क और एंटी बॉट):</u>

क) सिस्टम के प्रदर्शन को इष्टतम बनाने के लिए, भारतीय रेल ने स्थैतक कंटेट को कम करने और एनजीईटी (नेक्स्ट जेनरेशन ई-टिकटिंग) वेबसाइट सर्वर पर सीधे ट्रैफिक को कम करने के लिए एक कंटेंट डिलीवरी नेटवर्क (सीडीएन) लागू किया गया है।

ख) इसके अलावा, दुर्भावपूर्ण और संदिग्ध प्रयासों को कम करने में मदद के लिए एंटी-बॉट तकनीक स्थापित किया गया है, जिससे यह औसतन 64% तक कम हो जाता है।

ग) यह दुर्भावपूर्ण ट्रैफ़िक को कम करने और स्थैतक कंटेट प्रदान करने में मदद करता है, जिससे सिस्टम पर लोड कम होता है और इस प्रकार इससे वास्तविक और सत्यापित उपयोगकर्ताओं के लिए उपयोगकर्ता अनुभव बेहतर होता है।

2) <u>प्रशासनिक उपाय:</u>

भारतीय रेल द्वारा अनधिकृत उपयोग को रोकने और वास्तविक उपयोगकर्ताओं के लिए निर्बाध बुकिंग सुनिश्चित करने के लिए अनेक धोखाधड़ी-रोधी उपाय अपनाए गए हैं, जो निम्नानुसार हैं:

क) वर्ष 2024 से 2026 (30.06.2026 तक) 6 करोड़ से अधिक संदिग्ध उपयोगकर्ता आईडी को निष्क्रिय किया गया।

ख) 3.93 लाख संदिग्ध पीएनआर के लिए राष्ट्रीय साइबर अपराध पोर्टल पर 530 शिकायतें दर्ज की गई।

ग) 01.01.2024 से 30.06.2026 की अवधि के दौरान लगभग 6.22 करोड़ संदिग्ध उपयोगकर्ता आईडी को अधिप्रमाणन हेतु रखा गया है।

घ) वर्ष 2025-26 और 2026-27 (30.06.2026 तक) में, 13,343 संदिग्ध ईमेल डोमेन को ब्लॉक किया गया है।

ङ) केवल आधार सत्यापित उपयोगकर्ताओं को तत्काल टिकट और एआरपी (अग्रिम आरक्षण अवधि) टिकट बुक करने की अनुमति है।

ऑनलाइन टिकट बुकिंग में सख्त उपायों को लागू करने के बाद पिछले एक वर्ष (जून, 2025 से जून, 2026 तक) के दौरान ऑनलाइन टिकट और कांउटर टिकट बिक्री का तुलनात्मक विवरण निम्नानुसार है:

ऑनलाइन टिकट	57.90 करोड़	89%
कांउटर बुकिंग	07.18 करोड़	11%
कुल	65.08 करोड़	100%

HEATWAVE FORECASTING AND EARLY WARNING SYSTEMS AT THE DISTRICT LEVEL

553. SHRI UMMEDA RAM BENIWAL:

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

(a) whether any district-level heatwave forecasting and early warning system has been developed for vulnerable regions of the country and if so, the details thereof;

(b) whether any assessment has been undertaken to identify districts vulnerable to extreme heat events including Barmer district of Rajasthan and if so, the details thereof;

(c) whether any mechanism is in place for dissemination of heatwave forecasts and impact- based warnings to local authorities and the public at the district level and if so, the details thereof; and

(d) the measures taken by the Government to strengthen heatwave monitoring, forecasting and early warning systems in the country?

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

(a) Yes. The India Meteorological Department (IMD), under the Ministry of Earth Sciences (MoES), issues warnings and alerts, including impact-based forecasts (IBFs) for heatwaves, at the district level twice a day. It includes the expected impact and suggested actions to mitigate heatwaves, as outlined in the National Disaster Management Authority (NDMA) guidelines and the heat action plan. These impact-based forecasts and risk-based warnings at the district level are disseminated to disaster managers, stakeholders, the media, and the general public through multiple communication channels, including email, APIs, mobile applications, social media platforms, websites, electronic and print media, mass communication systems, and Common Alerting Protocol (CAP)-based dissemination mechanisms.

(b) Yes. IMD has developed the Hazard and Vulnerability Atlas of India, which provides district-wise vulnerability assessments for heatwave hazards (https://imdpune.gov.in/hazardatlas/index.html). The Atlas covers all districts of the country, including Barmer district in Rajasthan. As per the Atlas, Barmer district has a Heatwave Vulnerability Index of 0.54 on a scale of 0 to 1, placing it in the High Vulnerability category.

(c) IMD is sharing its heatwave bulletins with different stakeholders, including Disaster Management Authorities, Health Departments, Labour Departments, Indian Railways, Transport Department, Forest Departments, etc, on a regular basis. Further, IMD shares heatwave

warnings with the general public through Websites, Mass Media, Social Media, WhatsApp groups, Mobile Apps, APIs, Common Alert Protocols, etc. As a pilot initiative, IMD initiated the dissemination of impact-based heatwave warnings to informal workers through their respective associations in a simple, easy-to-understand, and actionable format. Regular meetings are also held by the NDMA with various stakeholders to disseminate the IMD forecast for anticipatory and on-the-ground actions. Most of the heat wave-related products are available on a web-GIS-based platform and are openly accessible to the general public (https://dss.imd.gov.in/dwr_img/GIS/heatwave.html).

(d) The Government has significantly strengthened heatwave monitoring, forecasting, and early warning systems through the India Meteorological Department in collaboration with the NDMA, State agencies, and local health departments. Heat Action Plans have been implemented in many parts of the country to provide advance warnings and guidance on preventive measures. Since 2016, IMD has issued seasonal outlooks for temperatures and heatwaves to support planning, along with monthly outlooks, extended-range (weekly) forecasts, and twice-daily heatwave bulletins for the public, disaster managers, and other stakeholders.

ROADMAP FOR NATIONAL BIOENERGY PROGRAMME PHASE-II

554. SHRI DUSHYANT SINGH

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

(a) whether the Government proposes to formulate a roadmap for the National Bioenergy Programme Phase-II beyond 31.03.2026 particularly in view of the progress achieved under Phase-I and if so, the details thereof;

(b) the steps being taken by the Government to further strengthen convergence with the animal husbandry and dairy sectors including dairy cooperatives, gaushalas and rural livestock clusters for sustained feedstock availability and decentralized bioenergy generation;

(c) whether any plan has been prepared to scale up Bio-CNG, waste-to-energy and medium-size biogas plants in high livestock-density States such as Rajasthan; and

(d) the measures taken by the Government to integrate bioenergy expansion with farmer income enhancement, organic manure generation and circular rural economy objectives?

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

(a) The Ministry of New and Renewable Energy (MNRE) has been implementing the Phase-I of National Bioenergy Programme (NBP) initially valid till 31.03.2026. Further, the programme has been extended up to

30.09.2026.

At present, Phase-II of the National Bioenergy Programme has not been approved by the Government.

(b) The Galvanizing Organic Bio-Agro Resources Dhan (GOBARdhan) and Sustainable Alternative Towards Affordable Transportation (SATAT) initiatives of Government of India promotes decentralized bioenergy generation through convergence with the animal husbandry and dairy sectors, including dairy cooperatives, gaushalas and rural livestock clusters, and ensures sustained feedstock availability.

(c) and (d) Various initiatives of the Government that contribute to the farmer income enhancement, organic manure generation and circular rural economy in high livestock-density States including Rajasthan, *inter alia*, includes:

i. Under Phase-I of the National Bioenergy Programme (NBP) of the Ministry of New and Renewable Energy (MNRE), Central Financial Assistance is provided for setting up bioenergy plants for generation of biogas, Bio-CNG, etc.

ii. Under the Swachh Bharat Mission (Grameen), financial assistance of up to ₹50 lakh per district is provided during 2020-21 to 2026-27 for setting up cluster/community-level biogas plants.

iii. Under the SAMARTH (Sustainable Agrarian Mission on use of Agri-Residue in Thermal Power Plants) initiative of the Ministry of Power, biomass co-firing in coal-based thermal power plants is being promoted.

iv. The Ministry of Petroleum and Natural Gas (MoPNG) is promoting the

BioCNG/CBG sector through the SATAT initiative, which facilitates procurement of CBG by Oil Marketing Companies (OMCs), and also by implementing schemes for financial assistance towards procurement of Biomass Aggregation Machinery (BAM) and development of pipeline infrastructure for injection of CBG into the City Gas Distribution (CGD) network.

STATUS OF HEAVY WATER EXPANSION PROJECTS

555. SHRI PARSHOTTAMBHAI RUPALA

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

(a) whether the Government has declared or proposes to declare the Zero Date for each Heavy Water expansion project across the country;

(b) if so, the details indicating the date of approval, Zero Date, present status, percentage of physical and financial progress and expected date of completion of each project, location-wise; and

(c) whether any project has been delayed and if so, the reasons for delay and the corrective measures taken by the Government, project-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) Government has not declared any zero date for Heavy Water expansion project .

COAL GASIFICATION PROJECTS IN ODISHA

556. SHRI PRADEEP PUROHIT:

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

(a) whether the Government has recently inaugurated/launched the Coal Gasification Project and the Thermal Power Project at Jharsuguda in Odisha and if so, the details thereof;

(b) the total approved project cost, present status and the scheduled timeline for completion of each of the above projects;

(c) the scope of work under these projects along with the names of the implementing agencies, EPC contractors and other executing organisations involved; and

(d) the estimated direct and indirect employment likely to be generated during construction and operation, indicating the number of skilled, semi-skilled and unskilled workers proposed to be engaged along with the expected employment opportunities for local youth?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA

DUBEY):

(a): Foundation stone for coal gasification-based Ammonium Nitrate Project at Lakhanpur, Jharsuguda, Odisha as well as for Stage-II expansion project, 2x660 MW, IB thermal power station has been laid by the Hon'ble President of India and the Hon'ble Prime Minister of India on 20.06.2026. Bharat Coal Gasification and Chemicals Limited (BCGCL), a joint venture of Coal India Limited (CIL) and Bharat Heavy Electricals Limited (BHEL), is the project proponent of Coal Gasification Project while Odisha Power Generation Corporation Limited (OPGC) is the project proponent for thermal power project. The location of coal gasification project is Lakhanpur while that of thermal power project is Banaharpalli in Jharsuguda district.

(b): The approved cost of the coal gasification project is ₹25,016 crore. Environmental Clearance and Consent to Establish have been obtained, major EPC packages have been awarded, and site development is in progress. The project is scheduled for commissioning by March 2030. The cost of thermal power project as well as its completion timeline has not been finalized since it is under bidding process.

(c): The coal gasification project envisages setting up a 0.66 MMTPA Coal-to-Ammonium Nitrate Plant based on BHEL's indigenous Pressurised Fluidised Bed Gasification (PFBG) technology. BCGCL is the project proponent, PDIL is the Project Management Consultant, and the major EPC packages have been awarded to BHEL and LandT. The name of the contractor for the power project

has not been finalized since it is under bidding process. Odisha Power Generation Corporation Limited (OPGC) is the project proponent for the 2x660 MW power project.

(d): The coal gasification project is expected to generate about 2,000 direct and indirect employment opportunities. Engagement of skilled, semi-skilled and unskilled manpower will be as per project requirements. Preference to eligible local youth is in accordance with applicable policies.

REDUCTION IN SMALL BIOGAS PLANTS IN MAHARASHTRA

557. SHRI VISHALDADA PRAKASHBAPU PATIL:

ADV GOWAAL KAGADA PADAVI:

DR. BACHHAV SHOBHA DINESH:

SUSHRI PRANITI SUSHILKUMAR SHINDE:

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

(a) whether the Government is aware of the observed reduction in the number of small biogas plants installed in Maharashtra from 5180 in the year 2022-23 to 4581 in 2024-25 under the Biogas Programme;

(b) if so, the reason for such decline in installations thereof;

(c) the details of the measures being taken by the Government to accelerate adoption among households in Maharashtra particularly in districts with high cattle population and agricultural waste generation such as Solapur, Nandurbar, Bhandara, Sangli and Dhule; and

(d) the details of the number of biogas plants linked to toilets set up in Maharashtra along with their capacity, faecal sludge generation and current utilisation during the last five years, 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) and (b) The details of small biogas plants installed in the State of Maharashtra during Phase-I of National Bioenergy Programme from FY 2022-23 to FY 2024-25 may be seen below:

FY	No. of Biogas plants installed
2022-23	5180
2023-24	4707
2024-25	4581

As reported by the Government of Maharashtra, the lower number of installations during 2024-25 was mainly due to increase in the construction cost of biogas plants, reduced availability of cattle dung owing to decline in livestock at the household level, increasing use of alternative cooking fuels, water scarcity in certain areas, shortage of trained technicians, and reduced interest among beneficiaries in operation and maintenance of biogas plants.

(c) To accelerate the adoption of biogas plants among households in Maharashtra, including districts with high cattle population and agricultural waste generation such as Solapur, Nandurbar, Bhandara, Sangli and Dhule, the Ministry of New and Renewable Energy (MNRE) is providing Central Financial Assistance (CFA) under the Biogas Programme during Phase-I of the National Bioenergy Programme.

In addition, awareness and publicity campaigns, training of beneficiaries and technicians, and coordination with the State Government/implementing agencies for identification of eligible beneficiaries are undertaken to facilitate wider adoption of biogas plants.

(d) The district-wise number of toilet-linked biogas plants established in Maharashtra is given at **STATEMENT**.

However, the information regarding faecal sludge generation and its current utilization is not being maintained separately.

STATEMENT

District-wise details of Biogas plants linked to toilets set up in Maharashtra during last five years (FY 2021-22 to FY 2025-26):

Sl. No.	District	Number of biogas plants
1.	Thane	17
2.	Palghar	168
3.	Raigad	12

4.	Ratnagiri	61
5.	Sindhudurg	43
6.	Nashik	9
7.	Dhule	0
8.	Nandurbar	25
9.	Jalgaon	46
10.	Ahilyanagar	15
11.	Pune	55
12.	Satara	55
13.	Sangli	74
14.	Solapur	2
15.	Kolhapur	1725
16.	C.Sambhajinagar	5
17.	Jalna	0
18.	Parbhani	72
19.	Hingoli	0
20.	Beed	14
21.	Nanded	0
22.	Dharashiv	0
23.	Latur	0
24.	Amravati	32
25.	Buldhana	0

26.	Akola	7
27.	Washim	0
28.	Yavatmal	0
29.	Nagpur	76
30.	Wardha	0
31.	Bhandra	78
32.	Gondiya	16
33.	Chandrapur	75
34.	Gadchiroli	48
	Total	**2730**

Note: Each plant has an installed capacity of 3 cu. m per day

भारत पूर्वानुमान प्रणाली

558. श्री मितेश पटेल बकाभाई:

क्या **पृथ्वी विज्ञान** मंत्री यह बताने की कृपा करेंगे कि:

(क) हाल ही में आरंभ की गई 'भारत पूर्वानुमान प्रणाली' की मुख्य विशेषताएं और उद्देश्य क्या हैं और यह प्रणाली भारत की मौसम पूर्वानुमान क्षमता को किस प्रकार सुदृढ़ करती है;

(ख) भारत पूर्वानुमान प्रणाली विशेषकर जलवायु परिवर्तन के संदर्भ में फसलों के नुकसान को कम करने और आपदा तैयारियों में सुधार लाने में किस प्रकार योगदान दे रही है; और

(ग) भारत पूर्वानुमान प्रणाली को स्वदेशी रूप से विकसित किया जाना किस प्रकार महत्वपूर्ण है और यह 'आत्मनिर्भर भारत' तथा 'मेक इन इंडिया' पहलों के लक्ष्यों के अनुरूप कैसे 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) भारत पूर्वानुमान प्रणाली (भारतएफएस) नए कार्यान्वित ट्राएंगुलर क्यूबिक ऑक्टाहेड्रल (टीसीओ) डायनामिकल ग्रिड पर आधारित है, जो मॉडल्स को 6 किमी होरिजोंटल रिजोल्यूशन पर संचालन करने में सक्षम बनाता है, इसने अपने पूर्ववर्ती (जीएफएस टी1534 ~ 12 किमी) तथा 9–14 किमी वाले होरिजोंटल रिजोल्यूशन वाले सामान्य ग्लोबल ऑपरेशनल मॉडल्स को पीछे छोड़ दिया है। हाल ही में अधिग्रहित की गई सुपर कम्प्यूटिंग सुविधाओं, अर्क (आईआईटीएम- पुणे) और अरुणिका (एनसीएमआरडब्ल्यूएफ- नोएडा) ने रन-टाइम को कम करके रियल-टाइम मौसम पूर्वानुमान हेतु प्रयोग किए जाने वाले मॉडल्स को सक्षम बनाया है। इन प्रमुख विशेषताओं ने भारत की मौसम पूर्वानुमान क्षमताओं को बेहतर बनाया है, इसके परिणामस्वरूप भारत एकमात्र ऐसा देश है जो रियल-टाइम मौसम पूर्वानुमान हेतु 6 किमी हाई रिजोल्यूशन पर एक वैश्विक मोसम पूर्वानुमान मॉडल संचालित कर रहा है। भारतएफएस को पंचायत स्तर के क्लस्टर पर पूर्वानुमान सृजित करने तथा चरम मौसमी घटनाओं के पूर्वानुमान में सुधार करने के उद्देश्य से विकसित किया गया था।

(ख) होरिजोंटल रिजोल्यूशन में वृद्धि के साथ, भारतएफएस प्रत्येक 6 किमी पर पूर्वानुमान सृजित करने में समर्थ है। इससे स्थानीय मौसमी विशेषताओं का पता लगाया जा पाता है, जिससे पंचायतों / समूहों के समूह की जरूरतें पूरी करना संभव हो पाता है। स्थानीयकृत पूर्वानुमान से किसानों को फसल, सिंचाई, तथा कटाई की योजना बनाने में मदद मिलती है। इसके अतिरिक्त, जल प्राधिकरण, मॉनसून के दौरान जलाशयों को बेहतर तरीके से प्रबंधित कर सकते हैं, जिससे बाढ़ का जोखिम कम होता है, तथा उपज-सुदृढ़ता में सुधार होता है। जलवायु परिवर्तन के कारण चरम मौसमी घटनाओं की आवृत्ति और गंभीरता में वृद्धि हो रही

है, तथा भारतएफएस ने मुख्य मॉनसून क्षेत्र की चरम वर्षा का पूर्वानुमान करने के कौशल में महत्वपूर्ण सुधार प्रदर्शित किया है। ये सभी सुधार, द्रुत और लक्षित आपदा प्रतिक्रिया के लिए महत्वपूर्ण हैं, इससे हमारे देश की आपदा तैयारी में वृद्धि होती है।

(ग) स्वदेशी रूप से विकसित किया जा रहा भारतएफएस अत्यधिक महत्वपूर्ण है, न केवल भारत की वैज्ञानिक क्षमताओं को उन्नत बनाने के लिए, बल्कि राष्ट्रीय रणनीतिक और आर्थिक लक्ष्यों को आगे ले जाने के लिए भी। भारतएफएस भारत का अपना हाई-रिजोल्यूशन मौसम पूर्वानुमान मॉडल दर्शाता है, इसे हिमालय एवं पश्चिमी घाट जैसी भारतीय भूगोल को ध्यान में रखते हुए पूर्वानुमान की जटिलताओं पर विचार करने के लिए भारतीय वैज्ञानिकों द्वारा डिजाइन किया गया है।

इसे आईआईटीएम-पुणे जैसे भारतीय संस्थानों के वैज्ञानिकों की टीम द्वारा एनसीएमआरडब्ल्यूएफ-नोएडा तथा भारत मौसम विज्ञान विभाग के सपोर्ट से विकसित किया गया है। यह मॉडलिंग सिस्टम एमओईएस सुपरकंप्यूटिंग फैसिलिटीज (अर्का एवं अरुणिका) द्वारा संचालित है। ये उपलब्धियां "मेक इन इंडिया" के अनुरूप है – जो विश्व-स्तरीय मौसम और जलवायु पूर्वानुमान प्रणालियों को स्थानीय तौर पर निर्मित करने के मामले में भारत की क्षमता को दर्शाता है। भारतएफएस का विकास एवं लॉन्च करने से भारत अपनी मौसम विज्ञान सेवाओं को अपग्रेड करने पड़ोसी देशों को सपोर्ट प्रदान करने में समर्थ हो गया है, जो क्षेत्रीय नेतृत्व एवं आत्म-निर्भरता को सुदृढ़ बनाता है।

TRANSFORMATION OF FAIR PRICE SHOPS

559. SHRI CHAMALA KIRAN KUMAR REDDY:

SHRI EATALA RAJENDER:

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

(a) whether the State Government of Telangana has any proposal for the transformation of Fair Price shops through Installation of CCTV cameras in Fair Price shops and if so, the details thereof;

(b) whether the State Government has requested for financial assistance amounting to Rs. 24,38,74,500/- for 17,114 Fair Price shops @ Rs.14,250/- and also sent concerned project proposals to the Union Government; and

(c) if so, the details thereof along with the steps to be taken by the Union Government for said transformation of Fair Price (FP) shops of the State of Telangana including the time by which the said issue would be resolved?

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

(a) to (c): The Targeted Public Distribution System (TPDS) under National Food Security Act (NFSA), 2013 is operated under the joint responsibility of the Central and the State/Union Territory (UT) Governments. Central Government is responsible for procurement, allocation and transportation of foodgrains upto the designated depots of the Food Corporation of India (FCI), whereas the operational responsibilities for allocation of foodgrains within the States/ UTs, identification of eligible beneficiaries, issuance of ration cards, distribution of foodgrains to eligible beneficiaries under TPDS, issuance of license to Fair Price Shop dealers, supervision over and monitoring of

functioning of FPSs etc. rest with the concerned State/UT Governments.

The Union Government received a proposal from the Government of Telangana in March 2025 seeking financial assistance for the transformation of Fair Price Shops (FPSs) in the State through the installation of CCTV cameras. In this regard, the Government of Telangana was informed, vide letter dated 17.07.2025, that there is currently no such scheme under the Union Government to provide financial assistance to State Governments for the installation of CCTV cameras in Fair Price Shops.

महाराष्ट्र और मध्य प्रदेश में रेलवे परियोजनाओं के लिए निधि आवंटन

560. डॉ. शिवाजी बंडाप्पा कालगे:

श्री ज्ञानेश्वर पाटील:

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

(क) क्या सरकार ने देशभर में स्वीकृत बड़ी रेल परियोजनाओं की स्थिति की समीक्षा की है;

(ख) यदि हाँ, तो महाराष्ट्र और मध्य प्रदेश राज्यों में नई लाइनों, आमान परिवर्तन, विद्युतीकरण और स्टेशनों के आधुनिकीकरण कार्यों सहित स्वीकृत परियोजनाओं की सूची क्या है;

(ग) वर्तमान में निष्पादन में लागत वृद्धि, देरी या बाधाओं का सामना कर रही परियोजनाओं का अनुमानित समय और बजटीय वृद्धि के साथ ब्यौरा क्या है;

(घ) उक्त देरी के लिए भूमि अधिग्रहण, पर्यावरणीय स्वीकृतियों, धन जारी करने से संबंधित मुद्दों और ठेकेदार से जुड़े कारकों सहित चुनौतियों के कारण क्या हैं;

(ङ) परियोजनाओं की समय-सीमा को लगातार बढ़ाने के कारण क्या हैं, जिसके परिणामस्वरूप क्षेत्रीय संपर्क, माल ढुलाई, यात्री परिवहन और आर्थिक विकास पर प्रतिकूल प्रभाव पड़ता

है; और

(च) सरकार द्वारा मध्य प्रदेश में रेल अवसंरचना को उन्नत करने और परियोजनाओं को समय पर पूरा करना सुनिश्चित करने के लिए क्या कदम उठाए जा रहे हैं?

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

(क) से (च): पिछले 12 वर्षों के दौरान भारतीय रेल द्वारा रेल नेटवर्क के क्षमता संवर्धन के लिए बड़े पैमाने पर प्रयास शुरू किए गए हैं। भारतीय रेल में नए रेलपथ की कमीशनिंग/बिछाने का ब्यौरा निम्नानुसार है:-

अवधि	**कमीशन किए गए नए रेलपथ**	**नए रेलपथों की औसत कमीशनिंग**
2009-14	7,599 कि.मी.	4.2 कि.मी. प्रतिदिन
2014-26	36,429 कि.मी.	8.32 कि.मी. प्रतिदिन (2 गुना से अधिक)

दिनांक 01.04.2026 की स्थिति के अनुसार, भारतीय रेल में लगभग 8.31 लाख करोड़ रुपए की लागत पर 40,000 कि.मी. कुल लंबाई की 514 रेल अवसंरचना परियोजनाएँ (169 नई लाइन, 29 आमान परिवर्तन और 316 दोहरीकरण) को स्वीकृति दी गई है। इनका सारांश निम्नानुसार है:-

कोटि	परियोजनाओं की संख्या	कुल लंबाई नई लाइन/आमान परिवर्तन/दोहरीकरण (कि.मी.)	मार्च 2026 तक कमीशन की गई लंबाई (कि.मी.)	मार्च 2026 तक किया गया कुल व्यय (करोड़ रुपए में)
नई लाइन	169	16,634	3,361	1,57,572
आमान परिवर्तन	29	3987	3,045	24,227
दोहरीकरण/बहुपथन	316	19,379	6,177	1,23,454
कुल	514	40,000	12,583	3,05,253

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

पिछले तीन वर्षों अर्थात वित्तीय वर्ष 2023-24, 2024-25 और 2025-26 और वर्तमान वित्तीय वर्ष 2026-27 के दौरान भारतीय रेल में 14,500 कि.मी. की कुल लंबाई की 261 परियोजनाओं (53 नई लाइन, 05 आमान परिवर्तन और 203 दोहरीकरण) को मंजूरी दी गई है।

<u>मध्य प्रदेश</u>

रेल बजट:

हाल के वर्षों में बजट आवंटन में उल्लेखनीय वृद्धि हुई है। मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आवंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	632 करोड़ रु. प्रति वर्ष
2026-27	15,188 करोड़ रु. (24 गुना से अधिक)

रेलपथ निर्माण:

मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथों के निर्माण का ब्यौरा निम्नानुसार है:

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	145 कि.मी.	29 कि.मी. प्रतिवर्ष
2014-26	2,893 कि.मी.	241.1 कि.मी. प्रतिवर्ष (8 गुना से अधिक)

स्वीकृत परियोजनाएं:

01.04.2026 की स्थिति के अनुसार, मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली 5,584 कि.मी. कुल लंबाई वाली 32 रेल परियोजनाएं (10 नई लाइन, 02 आमान परिवर्तन और 20 दोहरीकरण) स्वीकृत की गई हैं, जिनकी लागत 1,26,939 करोड़ रु. है। जिसका सारांश निम्नानुसार है:

कोटि	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	मार्च 2026 तक कमीशन की गई लंबाई (कि.मी. में)	मार्च 2026 तक किया गया कुल व्यय (करोड़ रुपए में)
नई लाइन	10	1,936	621	19,435
आमान	02	809	457	7,771

परिवर्तन				
दोहरीकरण/ बहुपथन	20	2,839	1,037	18,876
कुल	32	5,584	2,115	46,082

<u>हाल ही में पूरी की गई परियोजनाएं :</u>

मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली तथा हाल ही में पूर्ण हुई कुछ परियोजनाओं का विवरण निम्नलिखित है:

क्र.सं.	परियोजना का नाम	नवीनतम लागत (करोड़ रु. में)
1	अनूपपुर-कटनी तीसरी लाइन (166 कि.मी.)	2,311
2	पेंड्रा रोड-अनूपपुर तीसरी लाइन (50 कि.मी.)	394
3	भोपाल-बीना तीसरी लाइन (145 कि.मी.)	1,075
4	बीना-कोटा दोहरीकरण (283 कि.मी.)	2,477
5	जबलपुर-गोंदिया आमान परिवर्तन (300 कि.मी.)	2,005
6	छिंदवाड़ा-नागपुर आमान परिवर्तन (150 कि.मी.)	1,512
7	छिंदवाड़ा-मंडला फोर्ट आमान परिवर्तन (182 कि.मी.)	1,268
8	इटारसी-बुधनी तीसरी लाइन (25 कि.मी.)	286
9	बरखेड़ा-भोपाल तीसरी लाइन (41 कि.मी.)	473
10	निमाच-चित्तौड़गढ़ दोहरीकरण (56 कि.मी.)	560
11	बुधनी-बरखेड़ा तीसरी लाइन (27 कि.मी.)	1,703
12	इंदौर-देवास-उज्जैन दोहरीकरण (79 कि.मी.)	757

क्र.सं.	परियोजना का नाम	नवीनतम लागत (करोड़ रु. में)
13	गुना- इटावा नई लाइन (348 कि.मी.)	683
14	रामना-सिंगरौली दोहरीकरण (160 कि.मी.)	2,436
15	करैला रोड- शक्तिनगर दोहरीकरण (32 कि.मी.)	763
16	कटनी-बीना तीसरी लाइन (260 कि.मी.)	3,138
17	नीमच-रतलाम दोहरीकरण (133 कि.मी.)	1,475

<u>चालू परियोजनाएं</u>

मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली और शुरू की गई कुछ परियोजनाओं का ब्यौरा निम्नानुसार है:

क्र.सं.	परियोजना	लागत (₹ करोड़ में)
1	कटनी- ग्रेड सेपरेटर/बाईपास (35 कि.मी.)	2,300
2	कटनी- सिंगरौली दोहरीकरण (257 कि.मी.)	4,377
3	ललितपुर- खजुराहो नई लाइन (541 कि.मी.)	8,914
4	रामगंजमंडी-भोपाल नई लाइन (277 कि.मी.)	5,073
5	इंदौर-बुदनी नई लाइन (198 कि.मी.)	7,474
6	नीमच-बड़ी सदरी नई लाइन (48 कि.मी.)	896
7	ग्वालियर-श्योपुरकलां आमान परिवर्तन (284 कि.मी.)	3,947
8	इटारसी- नागपुर तीसरी लाइन (280 कि.मी.)	2,607

क्र.सं.	परियोजना	लागत (₹ करोड़ में)
9	झाँसी-बीना तीसरी लाइन (153 कि.मी.)	2,002
10	मथुरा-झाँसी तीसरी लाइन (274 कि.मी.)	5,961
11	झाँसी- मानिकपुर और खिरार-भीमसेन दोहरीकरण (431 कि.मी.)	4,330
12	सतना-रीवा दोहरीकरण (50 कि.मी.)	616
13	मनमाड - इंदौर नई लाइन (360 कि.मी.)	18,529
14	भुसावल-खंडवा तीसरी और चौथी लाइन (131 कि.मी.)	3,285
15	दाहोद-इंदौर नई लाइन (205 कि.मी.)	9,746
16	छोटा उदेपुर-धार नई लाइन (147 कि.मी.)	1,994
17	रतलाम-नागदा तीसरी और चौथी लाइन (41 कि.मी.)	964
18	वडोदरा-रतलाम तीसरी और चौथी लाइन (259 कि.मी.)	8,885
19	रतलाम-अकोला आमान परिवर्तन (525 कि.मी.)	18,811
20	बीना-इटारसी चौथी लाइन (237 कि.मी.)	4,329
21	इटारसी-नागपुर चौथी लाइन (297 कि.मी.)	5,010
22	गोंदिया-जबलपुर दोहरीकरण (231 कि.मी.)	5,236
23	नागदा-मथुरा तीसरी और चौथी लाइन (568 कि.मी.)	16403

महाराष्ट्र

रेल बजट:

पिछले 5 वर्षों के दौरान बजट आबंटन में उल्लेखनीय वृद्धि हुई है। महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचन संबंधी परियोजनाओं और संरक्षा कार्यों के लिए बजट आबंटन निम्नानुसार

है:

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

रेलपथ निर्माण:

वर्ष 2009-14 और वर्ष 2014-26 के दौरान महाराष्ट्र राज्य में पूर्णतः/अंशत: पड़ने वाले नए रेलपथ निर्माण संबंधी कार्यों का ब्यौरा निम्नानुसार है:

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

स्वीकृत परियोजनाएं:

दिनांक 01.04.2026 की स्थिति के अनुसार, महाराष्ट्र में पूर्णतः/अंशत: पड़ने वाली 1,42,635 करोड़ रुपए की लागत पर कुल 5,956 कि.मी. लंबाई की 52 परियोजनाओं (13 नई लाइन, 02 आमान परिवर्तन और 37 दोहरीकरण) को स्वीकृत किया गया है। इसका सार निम्नानुसार है:-

कोटि	**स्वीकृत परियोजनाओं की संख्या**	**कुल लंबाई (कि.मी. में)**	**मार्च 2026 तक कमीशन की गई लंबाई (कि.मी. में)**	**मार्च, 2026 तक व्यय (करोड़ रुपए में)**
नई लाइन	13	1,399	266	13,065
आमान परिवर्तन	02	609	334	5,013
दोहरीकरण/बहुपथन	37	3,948	998	16,704
कुल	52	5,956	1,598	34,782

हाल ही में पूरी की गई परियोजनाएं:

महाराष्ट्र में पूर्णतः/अंशत: पड़ने वाली हाल ही में पूरी की गई कुछ परियोजनाओं का ब्यौरा निम्नानुसार हैः-

क्र.सं.	परियोजना	लागत (करोड़ रुपए में)
1	पुणे-मिराज-लोंडा दोहरीकरण (467 कि.मी.)	6,463
2	होतगी-कुडगी-गदग दोहरीकरण (284 कि.मी.)	2,459
3	मनमाड-जलगांव तीसरी लाइन (160 कि.मी.)	1,677
4	जबलपुर-गोंदिया आमान परिवर्तन (300 कि.मी.)	2,005
5	छिंदवाड़ा-नागपुर आमान परिवर्तन	1,512

	(150 कि.मी.)	
6	पनवेल-पेन दोहरीकरण (35 कि.मी.)	263
7	पेन-रोहा दोहरीकरण (40 कि.मी.)	330
8	उधना-जलगांव दोहरीकरण (307 कि.मी.)	2,448
9	मुदखेड़-परभणी दोहरीकरण (81 कि.मी.)	673
10	भुसावल-जलगांव तीसरी लाइन (24 कि.मी.)	325
11	जलगांव-भुसावल चौथी लाइन (24 कि.मी.)	261
12	दौंड-गुलबर्गा दोहरीकरण (225 कि.मी.)	3,182
13	दौंड-मनमाड दोहरीकरण (236 कि.मी.)	3,426

चालू परियोजनाएं:

महाराष्ट्र राज्य में रेल अवसंरचनाओं को और बेहतर बनाने के लिए निम्नानुसार कार्य शुरू किए गए हैं:-

क्र.सं.	परियोजना का नाम	लागत (करोड़ रु. में)
1	अहिल्यानगर-पारली वैजनाथ नई लाइन (261 कि.मी.)	5,800
2	बारामती-लोणांद नई लाइन (64 कि.मी.)	1,844
3	वर्धा-नांदेड़ नई लाइन (284 कि.मी.)	5,248
4	इंदौर-मनमाड नई लाइन (360 कि.मी.)	18,529
5	वाडसा-गढ़चिरौली नई लाइन (52 कि.मी.)	1,886
6	जलना-जलगांव नई लाइन (174 कि.मी.)	5,804

क्र.सं.	परियोजना का नाम	लागत (करोड़ रु. में)
7	वर्धा-नागपुर तीसरी लाइन (76 कि.मी.)	917
8	वर्धा-बल्लारशाह तीसरी लाइन (132 कि.मी.)	1,755
9	इटारसी-नागपुर तीसरी लाइन (280 कि.मी.)	2,607
10	राजनांदगांव-नागपुर तीसरी लाइन (228 कि.मी.)	3,545
11	वर्धा-नागपुर चौथी लाइन (79 कि.मी.)	1,215
12	जलगांव-मनमाड चौथी लाइन (160 कि.मी.)	2,574
13	भुसावल-खंडवा तीसरी और चौथी लाइन (131 कि.मी.)	3,285
14	सोलापुर-तुलजापुर-उस्मानाबाद नई लाइन (84 कि.मी.)	3,296
15	पनवेल-चौक दोहरी लाइन (17 कि.मी.)	491
16	वर्धा-बल्हारशाह चौथी लाइन (135 कि.मी.)	2,226
17	इटारसी-नागपुर चौथी लाइन (297 कि.मी.)	5,010
18	वर्धा-भुसावल तीसरी और चौथी लाइन (314 कि.मी.)	9,197
19	गोंदिया-डोंगरगढ़ चौथी लाइन (84 कि.मी.)	2,223
20	गोंदिया-बल्हारशाह दोहरीकरण (240 कि.मी.)	4,819
21	कल्याण-कसारा तीसरी लाइन (68 कि.मी.)	1,433
22	नाइगांव-जुइचेंद्र दोहरी कॉर्ड लाइन (5 कि.मी.)	176
23	नीलजे-कोपर दोहरी कॉर्ड लाइन (5 कि.मी.)	338
24	बदलापुर-कर्जत तीसरी और चौथी लाइन (32 कि.मी.)	1,324
25	असगांव-कसारा चौथी लाइन (35 कि.मी.)	794

क्र.सं.	परियोजना का नाम	लागत (करोड़ रु. में)
26	कसार-मनमाड तीसरी और चौथी लाइन (131 कि.मी.)	10,154
27	गोंदिया-जबलपुर दोहरीकरण (231 कि.मी.)	5,236
28	चालीसगांव रेल ओवर रेल फ्लाईओवर (11 कि.मी.)	264
29	चिखली और सोमताने (4 कि.मी.) के बीच कॉर्ड लाइन	172

मुंबई उपनगरीय क्षेत्र के लिए क्षमता संवर्धन कार्य:

वर्तमान में, मुंबई क्षेत्र में प्रतिदिन लगभग 120 मेल/एक्सप्रेस रेलगाड़ियों और लगभग 3200 उपनगरीय गाड़ियों का परिचालन किया जाता है।

मुंबई क्षेत्र के विभिन्न स्टेशनों पर रेलगाड़ी प्रबंधन क्षमता बढ़ाने के लिए, निम्नलिखित कार्य पूरे किए गए हैं/शुरू किए गए हैं/योजना बनाई गई है:

क्र.सं.	स्थान	ब्यौरा
1	बांद्रा टर्मिनस	3 पिट लाइनों का कार्य पूरा कर लिया गया है
2	मुंबई सेंट्रल	24 एलएचबी सवारी डिब्बों के लिए प्लेटफार्म का विस्तार
3	जोगेश्वरी	5 अतिरिक्त प्लेटफ़ॉर्म, 2 पिट लाइनें
4	दादर	1 अतिरिक्त प्लेटफ़ॉर्म
5	पनवेल-कलंबोली	5 प्लेटफॉर्म, 4 पिट लाइनें और 2 सिक लाइनें
6	कल्याण	6 प्लेटफॉर्म और 4 पिट लाइनें
7	एलटीटी	4 प्लेटफॉर्म और 2 पिट लाइनें

8	परेल	6 प्लेटफॉर्म, 5 पिट लाइनें, 6 स्टेबलिंग लाइनें
9	वसई - विरार क्षेत्र	वसई रोड: 6 प्लेटफॉर्म, 3 पिट लाइनें और 5 स्टेबलिंग लाइन नाइगांव- 30 स्टेबलिंग लाइनें विरार- 2 स्टेबलिंग लाइनें
10	दहानु क्षेत्र	दहानु: 5 स्टेबलिंग लाइनें नया वंगाँव: 30 स्टेबलिंग लाइनें

उपर्युक्त के अतिरिक्त, 15 कार वाली ईएमयू को समायोजित करने के लिए 34 स्टेशनों पर प्लेटफार्म विस्तार कार्य शुरू किया गया है।

क्षमता संवर्धन के लिए नई परियोजनाएं:

मुंबई उपनगरीय क्षेत्र में रेल नेटवर्क की संपर्कता और क्षमता बढ़ाने के लिए, 4,502 करोड़ रु. की लागत से मुंबई शहरी परिवहन परियोजना (एमयूटीपी)-I, 8,087 करोड़ रु. की लागत से मुंबई शहरी परिवहन परियोजना (एमयूटीपी)-II, 10,947 करोड़ रु. की लागत से मुंबई शहरी परिवहन परियोजना (एमयूटीपी)-III और 33,690 करोड़ की लागत से मुंबई शहरी परिवहन परियोजना (एमयूटीपी)-IIIए को स्वीकृति दी गई है। इन परियोजनाओं में मुंबई उपनगरीय क्षेत्र में निम्नलिखित कार्य शामिल हैं:

क्र.सं.	परियोजना का नाम	लागत [करोड़ रु. में]
1.	छठी लाइन मुंबई सेंट्रल-बोरीवली (30 कि.मी.)	919
2.	हार्बर लाइन गोरेगांव-बोरीवली (7 कि.मी.) का विस्तार	826

3.	विरार-दहानू रोड तीसरी और चौथी लाइन (64 कि.मी.)	3,587
4.	5वीं और 6वीं लाइन सीएसटीएम-कुर्ला (18 कि.मी.)	891
5.	पनवेल-कर्जत उपनगरीय कॉरिडोर (30 कि.मी.)	2782
6.	ऐरोली-कलवा (एलिवेटेड) उपनगरीय कॉरिडोर लिंक (3 कि.मी.)	476
7.	5वीं और 6वीं लाइन बोरीवली-विरार (26 कि.मी.)	2,184
8.	कल्याण-आसनगांव (32 कि.मी.) के बीच चौथी लाइन	1,759
9.	कल्याण-बदलापुर के बीच तीसरी और चौथी लाइन (14.05 कि.मी.)	1,510
10.	कल्याण यार्ड-मुख्य लाइन और उपनगरीय का पृथक्करण	866
11.	नाइगांव और जुचंद्रा (5.73 कि.मी.) के बीच वसई बाईपास लाइन (दोहरी लाइन)	176
12.	बदलापुर और कर्जत के बीच तीसरी और चौथी लाइन (32.46 कि.मी.)	1,324
13.	आसनगांव और कसारा के बीच चौथी लाइन (34.97 कि.मी.)	794
14.	अतिक्रमण नियंत्रण (34 स्थान)	551

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।

रेल परियोजनाओं के प्रभावी और त्वरित कार्यान्वयन के लिए सरकार द्वारा किए गए विभिन्न उपायों में निम्नानुसार शामिल हैं:

- निधियों के आवंटन में पर्याप्त वृद्धि।
- क्षेत्रीय स्तर पर शक्तियों का प्रत्यायोजन।
- विभिन्न स्तरों पर परियोजना की प्रगति की कड़ी निगरानी।
- परियोजनाओं से संबंधित अन्य मुद्दों के समाधान के लिए भूमि अधिग्रहण, वानिकी और वन्यजीव संबंधी मंजूरी के लिए राज्य सरकारों और संबंधित अधिकारियों के साथ नियमित रूप से अनुवर्ती कार्रवाई।

नई पीढ़ी की रेलगाड़ियां:

यात्री वहन क्षमता बढ़ाने के लिए, एमयूटीपी-III और IIIए के तहत 19,293 करोड़ रुपये की लागत से 12 यानों वाले 238 रेकों को मंजूरी दी गई है। इन रेकों की खरीद की प्रक्रिया शुरू कर दी गई है।

बुलेट ट्रेन परियोजना:

वर्तमान में, मुंबई-अहमदाबाद हाई स्पीड रेल (एमएएचएसआर) परियोजना (508 कि.मी.) निष्पादित की जा रही है। यह परियोजना गुजरात, महाराष्ट्र और दादरा एवं नगर हवेली के केन्द्र शासित प्रदेश से होकर गुजरती है, जिसमें मुंबई, ठाणे, विरार, बोईसर, वापी, बिलिमोरा, सूरत, भरूच, वडोदरा, आणंद, अहमदाबाद और साबरमती में 12 स्टेशन बनाए जाने की योजना है।

एमएएचएसआर परियोजना के लिए संपूर्ण भूमि (1389.5 हेक्टेयर) का अधिग्रहण कर लिया गया है। सभी सांविधिक स्वीकृतियां प्राप्त कर ली गई है। सभी 1651 उपयोगी सुविधाओँ को

स्थानांतरित कर दिया गया है। महाराष्ट्र राज्य में भूमि अधिग्रहण में विलंब के कारण यह परियोजना वर्ष 2021 तक प्रभावित हुई है। वर्ष 2022 में महाराष्ट्र में भूमि अधिग्रहण कार्यों में तेजी आई।

अभी तक विभिन्न प्रमुख मदों की प्रगति निम्नानुसार है:

मद	**प्रगति**
पील-पाए	452 कि.मी.
गर्डर	356 कि.मी.
ट्रैक बेड	209 कि.मी.
ओएचई मास्ट	190 कि.मी.

स्टेशनों की प्रगति निम्नानुसार है:-

क्र.सं.	स्टेशन	स्थिति
1	साबरमती	नींव के कार्य पूरे किए जा चुके हैं, प्लेटफॉर्म स्लैब और रूफ संरचनात्मक कार्य और फिनिशिंग कार्य प्रगति पर हैं
2	अहमदाबाद	संरचनात्मक कार्य पूरे कर लिए गए हैं और फिनिशिंग कार्य शुरू कर दिए गए हैं।
3	आनंद/नाडियाड	
4	वडोदरा	नींव कार्य पूरा किए जा चुके हैं, संरचनात्मक कार्य और फिनिशिंग कार्य शुरू कर दिए गए हैं।
5	भरूच	संरचनात्मक कार्य पूरे कर लिए गए हैं और फिनिशिंग कार्य शुरू कर दिए गए हैं।
6	सूरत	
7	बिलीमोरा	

क्र.सं.	स्टेशन	स्थिति
8	वापी	
9	बोइसर	नींव के कार्य शुरू किए जा चुके हैं और अंतिम चरण में है। संरचनात्मक कार्य शुरू कर दिए गए हैं।
10	विरार	
11	ठाणे	
12	बीकेसी (मुंबई)	यह एक भूमिगत स्टेशन है। नींव के कार्य लगभग पूरे किए जा चुके हैं और बेस स्लैब का कार्य शुरू कर दिया गया है।

नदी पुलों पर कार्यों की प्रगति निम्नानुसार है:-

क्र.सं.	नदी का नाम	स्थिति
1	साबरमती नदी (480 मीटर)	उप-संरचना का कार्य पूरा कर लिया गया है, अधिसंरचना का कार्य शुरू कर दिया गया है।
2	मेशवा नदी (120 मीटर)	पुल निर्माण कार्य पूरा किया गया।
3	वत्रक नदी (280 मीटर)	
4	मोहर (शेढ़ी) नदी (160 मीटर)	
5	माही नदी (720 मीटर)	12 में से 11 कुओं का कार्य पूरा कर लिया गया; 5 स्पैन संस्थापित किया गया
6	विश्वामित्री नदी (80 मीटर)	पुल निर्माण पूरा हुआ।
7	धादर नदी (120 मीटर)	
8	नर्मदा नदी (1366 मीटर)	25 में से 21 कुओं को पूरा किया गया; 4 स्पैन लॉन्च किए गए

क्र.सं.	नदी का नाम	स्थिति
9	किम नदी (120 मीटर)	पुल निर्माण कार्य पूरा किया गया।
10	तापी नदी (720 मीटर)	नींव कार्य शुरू कर दिया गया है, 12 में से 10 कुओं का कार्य पूरा किया जा चुका है
11	मिंडहोला नदी (240 मीटर)	पुल निर्माण कार्य पूरा किया गया।
12	पूर्णा नदी (360 मीटर)	
13	अंबिका नदी (200 मीटर)	
14	वेंगनिया नदी (200 मीटर)	
15	कावेरी नदी (120 मीटर)	
16	खरेरा नदी (120 मीटर)	
17	औरंगा नदी (320 मीटर)	
18	पार नदी (320 मीटर)	
19	कोलक नदी (160 मीटर)	
20	दमन गंगा नदी (360 मीटर)	
21	डारोथा नदी (80 मीटर)	
22	जगनी नदी (360 मीटर)	नींव का कार्य पूरा किया जा चुका है
23	वैतरणा नदी (2320 मीटर)	12 पाइल कैप और 11 पियर (58 में से) पूरे किए गए।
24	उल्हास नदी शाखा (120 मीटर)	नींव का कार्य शुरू करने के लिए अस्थायी पहुंच पुल (टीएबी) पूरे कर लिए गए।
25	देसाई खाड़ी नदी पुल (400	भू-तकनीकी जांच (जीटीआई) पूरी की जा चुकी है

क्र.सं.	नदी का नाम	स्थिति
	मीटर)	और डिजाइन का कार्य शुरू कर दिया गया है।

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

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

बहरहाल, बुलेट ट्रेन परियोजना काफी जटिल और प्रौद्योगिकी गहन परियोजना है। सिविल संरचनाओं, रेलपथ, इलेक्ट्रिकल, सिगनल प्रणाली और दूरसंचार के सभी संबंधित कार्यों और गाड़ीसेट की आपूर्ति पूरी होने के पश्चात ही संपूर्ण परियोजना के समापन की सटीक समय-सीमा का उचित रूप से पता लगाया जा सकता है।

इसके अलावा, राष्ट्रीय परिवहन अवसंरचना को सुदृढ़ बनाने, क्षेत्रीय संपर्क, आर्थिक विकास, पर्यटन, निवेश और रोजगार सृजन को बढ़ावा देने और सड़क और हवाई परिवहन से रेलों की ओर मोडाल अंतरण को प्रोत्साहित करने के लिए, सरकार ने केंद्रीय बजट 2026-27 में निम्नलिखित सात नए हाई-स्पीड रेल (एचएसआर) गलियारों को विकसित करने की घोषणा की है

(i) मुंबई-पुणे

(ii) पुणे-हैदराबाद

(iii) हैदराबाद-बेंगलुरु

(iv) हैदराबाद-चेन्नई

(v) चेन्नई-बेंगलुरु

(vi) दिल्ली-वाराणसी

(vii) वाराणसी-सिलीगुड़ी

अत्यधिक पूंजी गहन होने के कारण, किसी भी एचएसआर कॉरिडोर/परियोजना को मंजूरी देने का निर्णय कई कारकों पर निर्भर करता है जैसे डीपीआर का परिणाम, तकनीकी-आर्थिक व्यवहार्यता अध्ययन और संसाधनों की उपलब्धता जैसे वित्तपोषण के विकल्प आदि ।

समर्पित माल ढुलाई गलियारा:

रेल मंत्रालय द्वारा दो समर्पित माल गलियारों (डीएफसी) का निर्माण शुरू किया गया था। लुधियाना से सोननगर (1337 कि.मी.) तक पूर्वी समर्पित माल गलियारा (ईडीएफसी) और जवाहरलाल नेहरू पोर्ट टर्मिनल (जेएनपीटी) से दादरी (1506 कि.मी) तक पश्चिमी समर्पित माल गलियारा (डब्ल्यूडीएफसी)।

ईडीएफसी और डब्ल्यूडीएफसी का कार्य पूरा कर लिया गया है और कमीशन कर दिया गया है। डीएफसी पर प्रतिदिन औसतन 443 से अधिक गाड़ियां परिचालित की जाती हैं। पूर्वी और पश्चिमी समर्पित माल गलियारों (ईडीएफसी और डब्ल्यूडीएफसी) के पूरी तरह से कमीशन किए गए खंडों द्वारा सुदृढ़ परिचालन संबंधी निष्पादन का प्रदर्शन किया गया है। माल यातायात की संख्या में निरंतर वृद्धि हुई है, जिसमें औसत गति अधिक है, तीव्र टर्नअराउंड और बेहतर विश्वसनीयता है। माल गलियारों से कंटेनर, कोयला और थोक कार्गो परिवहन में निरंतर वृद्धि हो रही हैं, जो माल परिवहन में क्षमता संवर्धन में महत्वपूर्ण योगदान प्राप्त हो रहा है।

समर्पित माल गलियारों से माल यातायात को ईडीएफसी और डब्ल्यूडीएफसी में परिवर्तित करके पारंपरिक नेटवर्क पर अतिरिक्त पथ सृजित करने में योगदान मिला है। इसके परिणामस्वरूप, रेलवे को अपने नेटवर्क पर अतिरिक्त माल और कोचिंग सेवाएं परिचालित करने में सक्षमता प्राप्त हुई है।

समर्पित माल गलियारों से तीव्र पारगमन समय, उच्चतर थ्रूपुट और डबल-स्टैक कंटेनर संचालन (विशेष रूप से पश्चिमी डीएफसी पर) को सक्षम बनाया गया है। इन सुधारों से समग्र संभार तंत्र की लागत को कम करने, आपूर्ति श्रृंखला दक्षता में सुधार करने और भारतीय उद्योगों की

प्रतिस्पर्धात्मकता बढ़ाने में योगदान प्राप्त हुआ है।

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

रेल विद्युतीकरण:

भारतीय रेल पर रेल नेटवर्क का विद्युतीकरण मिशन मोड में किया गया है। अभी तक, लगभग 99.6% बड़ी लाइन (बीजी) नेटवर्क का विद्युतीकरण किया जा चुका है। शेष नेटवर्क में विद्युतीकरण का कार्य किया गया है। वर्ष 2014-26 के दौरान और 2014 से पहले किया गया विद्युतीकरण निम्नानुसार है:

अवधि	मार्ग किलोमीटर
2014 से पहले (लगभग 60 वर्ष)	21,801
2014-26	48,072

महाराष्ट्र और मध्य प्रदेश में, संपूर्ण मौजूदा बड़ी लाइन नेटवर्क का विद्युतीकरण किया गया है। इसके अलावा, सभी नई लाइन/मल्टी-ट्रैकिंग परियोजनाओं को मंजूरी दी जा रही है और विद्युतीकरण सहित उनका निर्माण किया जा रहा है।

स्टेशन पुनर्विकास:

रेल मंत्रालय ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास के लिए अमृत भारत स्टेशन योजना शुरू की है।

इस योजना में भारतीय रेल के स्टेशनों को बेहतर बनाने के लिए मास्टर प्लान तैयार करना और उन्हें चरणबद्ध रूप में कार्यान्वित करना शामिल है। प्रत्येक स्टेशन की आवश्यकता को ध्यान में रखते हुए मास्टर प्लानिंग में निम्नानुसार शामिल हैं:

- स्टेशन और परिचलन क्षेत्रों तक पहुंच में सुधार
- शहर के दोनों किनारों के साथ स्टेशन का एकीकरण
- स्टेशन भवन का सुधार कार्य
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पानी बूथ में सुधार कार्य
- यात्री यातायात के अनुरूप चौड़े ऊपरी पैदल पुल/सबवे का प्रावधान
- लिफ्ट/एस्केलेटर/रैंप का प्रावधान
- प्लेटफॉर्म सतह में सुधार/प्लेटफ़ॉर्म शेल्टर का प्रावधान
- एक स्टेशन एक उत्पाद जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान
- पार्किंग विकास
- दिव्यांगजनों के लिए सुविधाएं
- बेहतर यात्री सूचना प्रणाली
- एयर कॉनकोर्स, एग्जीक्यूटिव लाउंज, मल्टीमॉडल एकीकरण, भूसुदर्शनीकरण आदि का प्रावधान।

इस योजना में आवश्यकता, चरणबद्धता और व्यवहार्यता के अनुसार संवहनीय और पर्यावरण अनुकूल समाधानों और दीर्घकालिक आधार पर स्टेशन पर सिटी सेंटर के निर्माण की भी परिकल्पना की गई है।

अभी तक अमृत भारत स्टेशन योजना के तहत विकास के लिए 1340 स्टेशनों को चिह्नित किया गया है, जिनमें से 132 स्टेशन महाराष्ट्र राज्य में और 80 स्टेशन मध्य प्रदेश राज्य में स्थित हैं। महाराष्ट्र और मध्य प्रदेश राज्यों में अमृत भारत स्टेशन योजना के तहत विकास के लिए चिह्नित स्टेशनों के नाम निम्नानुसार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
महाराष्ट्र	132	अहमदनगर, अजनी (नागपुर), अकालकोट रोड, अकोला, अकुर्डी, अमलनेर, आमगांव, अमरावती, अंधेरी, बडनेरा, बल्हारशाह, बांद्रा टर्मिनस, बारामती, बेलापुर, भंडारा रोड, भोकर, भुसावल, बोरीवली, भायखला, चालीसगांव, चंदा फोर्ट, चंद्रपुर, चरनी रोड, छत्रपति संभाजीनगर, छत्रपति शिवाजी महाराज टर्मिनस, चिंचपोकली, चिंचवाड़, दादर (मध्य रेलवे), दादर (पश्चिम रेलवे), दहिसर, दौंड, देहू रोड, देवलाली, धामणगांव, धरणगांव, धाराशिव, धर्माबाद, धुले, दिवा, दुधनी, गंगाखेड़, गोधनी, गोंदिया, ग्रांट रोड, हडपसर, हतकणंगले, हजूर साहिब नांदेड, हिमायतनगर, हिंगनघाट, हिंगोली डेक्कन, इगतपुरी, जलगांव, जालना, जेऊर, जोगेश्वरी, कल्याण जंक्शन, कामठी, कांदिवली, कांजुर मार्ग, कराड, कटोल, केडगांव, किनवट, कोपरगांव, कुर्दुवाडी जंक्शन, कुर्ला जंक्शन, लासलगांव, लातूर, लोकमान्य तिलक टर्मिनस, लोणांद जंक्शन, लोनावला, लोअर परेल, मालाड, मलकापुर, मनमाड जंक्शन, मनवत रोड, मरीन लाइन्स, माटुंगा, मिराज जंक्शन, मुदखेड जंक्शन, मुंबई सेंट्रल, मुंब्रा, मुर्तिजापुर जंक्शन, नगरसोल, नागपुर जंक्शन, नांदगांव, नांदुरा, नांदुरबर, नरखेड़ जंक्शन, नाशिक रोड, नेताजी सुभाषचंद्र बोस इतवारी जंक्शन, पचौरा जंक्शन, पालघर, पंढरपुर, पनवेल जंक्शन, परभणी

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
		जंक्शन, परेल, पारली वैजनाथ, परतुर, फलटण, प्रभादेवी, पुलगांव जंक्शन, पुणे जंक्शन, पूर्णा जंक्शन, रावेर, रोटेगांव, साईनगर शिर्डी, सेंडहर्स्ट रोड, सांगली, सातारा, सावदा, सेलू, सेवाग्राम, शहाड, शेगांव, शिवाजी नगर पुणे, श्री छत्रपति शाहू महाराज टर्मिनस कोल्हापुर, सोलापुर, तालेगांव, ठाकुर्ली, ठाणे, टीटवाला, तुमसर रोड, उमरी, उरुली, वडाला रोड, विद्याविहार, विक्रोळी, वडसा, वर्धा, वाशिम, वाठार
मध्य प्रदेश	80	अकोदिया, अमला, अनूपपुर, अशोकनगर, बालाघाट, बाणपुरा, बरगवां, ब्योहारी, बैरछा, बैतूल, भिंड, भोपाल, बिजुरी, बीना, बियावरा राजगढ़, छिंदवाड़ा, डाबरा, दामोह, दतिया, देवास, गाडरवारा, गंजबासौदा, घोड़ाडोंगरी, गुना, ग्वालियर, हरदा, हरपालपुर, इंदौर जं, इटारसी जं, जबलपुर, जुन्नार देव, करेली, कटनी जं, कटनी मुरवारा, कटनी साउथ, खाचरौद, खजुराहो जं, खंडवा, खिरकिया, लक्ष्मीबाई नगर, मइहर, मक्सी जं, मंडला फोर्ट, मंदसौर, एमसीएस छतरपुर, मेघनगर, मुरैना, मुलताई, नागदा जं, नैनपुर जं, नर्मदापुरम, नरसिंहपुर, नेपानगर, नीमच, ओरछा, पंधुर्ना, पिपरिया, रतलाम, रीवा, रुठियाई, सांची, संत हिरदाराम नगर, सतना, सौगढ़, सिवनी, शहडोल, शाजापुर, शामगढ़, श्योपुर कलां, शिवपुरी, श्रीधाम, शुजालपुर, सिहोरा रोड, सिंगरौली, टीकमगढ़, उज्जैन, उमरिया, विदिशा, विक्रमगढ़ अलोट

कार्य संपन्न स्टेशन:

महाराष्ट्र और मध्य प्रदेश में अमृत भारत स्टेशन योजना के तहत रेलवे स्टेशनों पर विकास कार्य तेज गति से किए जा रहे हैं। महाराष्ट्र और मध्य प्रदेश में कार्य संपन्न किए गए स्टेशनों का ब्यौरा निम्नानुसार है:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
महाराष्ट्र	20	अमगांव, बारामती, भायखला, चांदा फोर्ट, चिंचपोकली, देवलाली, धुले, हिमायतनगर, केडगांव, लासलगांव, लोणांद जंक्शन, मलकापुर, माटुंगा, मुर्तिजापुर जंक्शन, नंदुरा, नेताजी सुभाष चंद्र बोस इतवारी जंक्शन, परेल, सावदा, शहाद, वडाला रोड
मध्य प्रदेश	19	अशोकनगर, बालाघाट, ब्योहारी, भिंड, छिंदवाड़ा, हरपालपुर, जुन्नार देव, कटनी दक्षिण, एमसीएस छतरपुर, नैनपुर जंक्शन, नर्मदापुरम, ओरछा, सांची, सिवनी, शाजापुर, शिवपुरी, श्रीधाम, टीकमगढ़, विदिशा

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

महाराष्ट्र:

- छत्रपति संभाजीनगर स्टेशन: उत्तर की ओर नए डाकघर भवन और पार्सल कार्यालय, नए रेल सुरक्षा बल (आरपीएफ) और राजकीय रेलवे पुलिस (जीआरपी) भवन का कार्य पूरा कर लिया गया है। दक्षिण की ओर नए आगमन और प्रस्थान भवन, नया प्रतीक्षालय,

शौचालय, एयर कॉनकोर्स, 6 मीटर चौड़ा ऊपरी पैदल पुल, थ्रू रूफ, उत्तर और दक्षिण की ओर नए भूमिगत जलाशय, उत्तर और दक्षिण की ओर नया अपशिष्ट उपचार संयंत्र, नए विद्युत सब-स्टेशन भवन का कार्य शुरू किया गया है।

- जालना स्टेशन: दक्षिण की ओर नए आगमन भवन और प्रस्थान भवन, उत्तर की ओर नए आगमन भवन, उत्तर की ओर नए प्रस्थान भवन, प्लेटफॉर्म शेल्टर, एयर कॉनकोर्स, 6 मीटर चौड़ा ऊपरी पैदल पुल, थ्रू रूफ, उत्तर और दक्षिण की ओर नए भूमिगत जलाशय, उत्तर और दक्षिण की ओर नए अपशिष्ट उपचार संयंत्र, नया डाकघर और पार्सल कार्यालय भवन, नया रेल सुरक्षा बल (आरपीएफ) और राजकीय रेलवे पुलिस (जीआरपी) भवन और विद्युत सब-स्टेशन का कार्य शुरू किया गया है।
- नागपुर स्टेशन: यात्री आरक्षण प्रणाली भवन और बुकिंग कार्यालयों का निर्माण कार्य और मुख्य प्रवेश द्वार पर पार्किंग में सुधार का कार्य पूरा किया जा चुका है। नए प्रशासनिक भवन, प्रस्थान भवन और मुख्य प्रवेश द्वार की ओर भूमिगत पार्किंग के निर्माण कार्य, प्रस्थान भवन और एकीकृत भूमिगत स्थान के दूसरे प्रवेश द्वार की ओर निर्माण कार्य, नए एयर कॉनकोर्स, प्लेटफॉर्म 8 पर प्लेटफॉर्म की सतह संबंधी में सुधार कार्य और नए प्लेटफॉर्म शेल्टर का कार्य किया गया है।
- दिवा स्टेशन: कल्याण और मुंबई छोर पर स्टेशन भवन और ऊपरी पैदल पुल का सुधार, प्लेटफॉर्म सतह, पार्किंग, नए प्रवेश द्वार, नए प्लेटफॉर्म शेल्टर, नए शौचालय ब्लॉकों और प्लेटफॉर्म की सतह की ऊंचाई बढ़ाने का कार्य पूरा किया जा चुका है। नए ऊपरी पैदल पुल का कार्य शुरू कर दिया गया है।
- शेगांव स्टेशन: नए प्लेटफॉर्म शेल्टर का कार्य, स्टेशन भवन का सुधार, प्लेटफॉर्म सतह का सुधार और नए 12 मीटर चौड़े ऊपरी पैदल पुल का कार्य पूरा कर लिया गया है। नए बुकिंग कार्यालय का कार्य, परिचलन क्षेत्र का सुधार, पार्किंग, स्टेशन पर प्रकाश व्यवस्था, लिफ्टों

और 12 मीटर चौड़े ऊपरी पैदल पुल के लिए एस्केलेटरों का कार्य शुरू किया गया है।

मध्य प्रदेश:

- सिहोरा रोड स्टेशन: स्टेशन भवन का सुधार, प्लेटफॉर्म संख्या 1 और 2 के सतह की ऊंचाई बढ़ाने, नए शौचालय ब्लॉक, प्रतीक्षालय का सुधार, परिचलन क्षेत्र और पार्किंग का सुधार, 12 मीटर चौड़े ऊपरी पैदल पुल का प्रावधान, परिचलन क्षेत्र और पार्किंग में सुधार और दिव्यांगजनों के लिए सुविधाओं में सुधार का कार्य पूरा किया जा चुका है। लिफ्टों और एस्केलेटरों का कार्य शुरू कर दिया गया है।
- नरसिंहपुर स्टेशन: स्टेशन भवन का सुधार, नए प्रवेश द्वार, 12 मीटर चौड़े ऊपरी पैदल पुल, परिचलन क्षेत्र का सुधार, पार्किंग, प्रतीक्षालय, प्लेटफॉर्म संख्या 1 और 2 के प्लेटफॉर्म की सतह की ऊंचाई बढ़ाने, प्लेटफॉर्म संख्या 1 और 2 पर प्लेटफॉर्म शेल्टर, नए शौचालय ब्लॉक और दिव्यांगजनों की सुविधाओं के लिए सुधार का कार्य पूरा किया जा चुका है। लिफ्टों और एस्केलेटरों का कार्य शुरू कर दिया गया है।
- हरदा स्टेशन: नए स्टेशन भवन का निर्माण, परिचलन क्षेत्र का सुधार, पार्किंग, प्लेटफॉर्म संख्या 1 और 2 पर प्लेटफॉर्म की सतह का सुधार, प्रतीक्षालय और शौचालय का सुधार, प्लेटफॉर्म शेल्टर, नया शौचालय ब्लॉक, 12 मीटर चौड़ा ऊपरी पैदल पुल और दिव्यांगजनों के लिए सुविधाओं में सुधार का कार्य पूरा किया जा चुका है। लिफ्टों और एस्केलेटरों का कार्य शुरू कर दिया गया है।
- गाडरवारा स्टेशन: स्टेशन भवन का सुधार, नए प्रवेश द्वार, प्लेटफॉर्म संख्या 1 और 2 के प्लेटफॉर्म की सतह की ऊंचाई बढ़ाने, प्लेटफॉर्म संख्या 1 और 2 पर प्लेटफॉर्म शेल्टर, नए शौचालय ब्लॉक, परिचलन क्षेत्र और पार्किंग में सुधार, प्रतीक्षालय और दिव्यांगजनों के लिए सुविधाओं का कार्य पूरा किया जा चुका है। 12 मीटर चौड़े ऊपरी पैदल पुल, लिफ्टों

और एस्केलेटरों के कार्य शुरू कर दिए गए हैं।

- अनूपपुर स्टेशन: स्टेशन भवन का सुधार, परिचलन क्षेत्र का सुधार, पार्किंग, प्लेटफॉर्म सतह का सुधार, भूसुदर्शनीकरण, प्रवेश प्रांगण, प्रवेश/निकास द्वार, संकेतक, नए शौचालय ब्लॉक और प्लेटफॉर्म शेल्टर के कार्य पूरे किए जा चुके हैं। 12 मीटर चौड़े ऊपरी पैदल पुल का कार्य शुरू कर दिया गया है।

इसके अलावा, भारतीय रेल पर स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्यों को आवश्यकता के अनुसार, प्राथमिकता और निधि की उपलब्धता के अध्यधीन शुरू किया जाता है। स्टेशन की कोटि/स्थिति/प्रबंधित यातायात आदि के आधार पर स्टेशन का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण किया जाता है।

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

सामान्यतः अमृत भारत स्टेशन योजना के अंतर्गत आने वाले स्टेशनों के विकास/उन्नयन/आधुनिकीकरण के कार्य योजना शीर्ष-53 'ग्राहक सुविधाएँ' के अंतर्गत वित्तपोषित किए जाते हैं। योजना शीर्ष-53 के अंतर्गत आवंटन का विवरण क्षेत्रीय रेलवे-वार रखा जाता है और

न कि स्टेशन-वार या राज्य-वार।

महाराष्ट्र राज्य चार रेलवे जोन अर्थात्, मध्य रेलवे, दक्षिण मध्य रेलवे, दक्षिण पूर्व मध्य रेलवे और पश्चिम रेलवे के अधिकार क्षेत्र में आता है। इन जोन के लिए, वित्तीय वर्ष 2026-27 के लिए 3,543 करोड़ रु. का आवंटन किया गया है, जिसमें से अब तक (जून, 2026 तक) 1,671 करोड़ रु. का व्यय उपगत किया गया है।

मध्य प्रदेश सात रेलवे जोन अर्थात् मध्य रेलवे, पूर्व मध्य रेलवे, उत्तर मध्य रेलवे, दक्षिण मध्य रेलवे, दक्षिण पूर्व मध्य रेलवे, पश्चिम रेलवे और पश्चिम मध्य रेलवे के अधिकार क्षेत्र में आता है। इन जोन के लिए, वित्तीय वर्ष 2026-27 के लिए 5,285 करोड़ रु. का आवंटन किया गया है, जिसमें से अब तक (जून, 2026 तक) 2,318 करोड़ रु. का व्यय उपगत किया गया है।

ऊपरी सड़क पुल और निचले सड़क पुल:

रेलवे फाटक (एलसी) के स्थान पर ऊपरी सड़क पुल (आरओबी)/निचले सड़क पुल (आरयूबी) के कार्यों की स्वीकृति भारतीय रेल में सतत और गतिशील प्रक्रिया है। इस प्रकार के कार्यों को प्राथमिकता दी जाती है और गाड़ी परिचालन में संरक्षा, गाड़ियों की गतिशीलता और सड़क उपयोगकर्ताओं के लिए प्रभाव और व्यवहार्यता आदि के आधार पर शुरू किया जाता है।

वर्ष 2004-14 की तुलना में 2014-26 (मई 2026 तक) की अवधि के दौरान भारतीय रेल पर निर्मित आरओबी/आरयूबी की संख्या निम्नानुसार है:

अवधि	निर्मित किए गए आरओबी/आरयूबी
2004-14	4,148 अदद
2014-26 (मई 2026 तक)	14,451 अदद (मध्य प्रदेश राज्य में 1,361 अदद और महाराष्ट्र राज्य में 1,277 अदद)

दिनांक 01.06.2026 की स्थिति के अनुसार भारतीय रेल पर लगभग 1,17,492 करोड़ रुपये की लागत से 4,993 अदद आरओबी/आरयूबी के कार्य स्वीकृत किए गए हैं, जिनमें मध्य प्रदेश राज्य में लगभग 8,018 करोड़ रु. की लागत पर 313 अदद आरओबी/आरयूबी के निर्माण कार्य तथा लगभग 5,167 करोड़ रु. की लागत से 238 आरओबी/आरयूबी के कार्य शामिल हैं, जो कि योजना और निष्पादन के विभिन्न चरणों में हैं।

आरओबी/आरयूबी कार्यों का समापन और कमीशनिंग विभिन्न कारकों पर निर्भर करता है जैसे समपार को बंद करने के लिए सहमति प्रदान करने में राज्य सरकारों का सहयोग, पहुंच संरेखण का निर्धारण, सामान्य व्यवस्था आरेख (जीएडी) की स्वीकृति, भूमि अधिग्रहण, अतिक्रमण को हटाना, अतिलंघनकारी उपयोगिताओं का स्थानांतरण, विभिन्न प्राधिकरणों से सांविधिक मंजूरी, परियोजना/कार्य स्थलों के क्षेत्र में कानून और व्यवस्था की स्थिति, जलवायु परिस्थितियों आदि के कारण किसी विशेष परियोजना/क्षेत्र के लिए एक वर्ष में कार्य की अवधि। ये सभी कारक परियोजनाओं/कार्यों के पूरा होने के समय को प्रभावित करते हैं।

इसके अलावा, रेलवे ने कार्यों की प्रगति में तेजी लाने के लिए निम्नलिखित उपाय किए हैं:

i. सामान्य व्यवस्था आरेखण (जीएडी) को अंतिम रूप देने से पहले संबंधित राज्य सरकार/सड़क स्वामित्व प्राधिकरण के साथ संयुक्त सर्वेक्षण किया जाता है ताकि सुचारू रूप से निष्पादन सुनिश्चित किया जा सके।

ii. आरओबी/आरयूबी कार्यों से संबंधित विभिन्न मुद्दों का समाधान करने के लिए रेलवे और राज्य सरकार के अधिकारियों की समय-समय पर बैठकें की जाती हैं।

iii. डिज़ाइन अनुमोदन के दौरान विलंब से बचने के लिए रेलवे के भाग पर सड़क के स्पैन, तिरछेपन और चौड़ाई के विभिन्न संयोजनों के लिए अधिसंरचना और उपसंरचना आरेखों का मानकीकरण किया गया है। इसे एक संकलन के रूप में जारी किया गया है, जिसे त्वरित योजना के लिए रेल लाइनों पर ऊपरी सड़क पुल के लिए सीधे अपनाया जा सकता है।

टंगस्टन और लिथियम भंडार

561. श्री हनुमान बेनीवालः

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

(क) क्या राजस्थान के नागौर जिले के डेगाना क्षेत्र की रेवंत पहाड़ी और अन्य क्षेत्रों में टंगस्टन और लिथियम के भंडार देश के सामरिक रूप से महत्वपूर्ण खनिज संसाधनों में से एक हैं;

(ख) यदि हाँ, तो उक्त क्षेत्रों में स्थित टंगस्टन खदानों में खनन कार्य पुनः शुरू करने के लिए अब तक की गई कार्रवाई का ब्यौरा क्या है और इस संबंध में वर्तमान स्थिति क्या है;

(ग) क्या सरकार ने उक्त क्षेत्रों में खनन शुरू करने के लिए किसी सार्वजनिक या निजी संस्था को खनन पट्टा/अन्वेषण लाइसेंस/नीलामी राशि प्रदान की है और यदि हाँ, तो इसकी समय-सीमा और प्रस्तावित निवेश सहित तत्संबंधी ब्यौरा क्या है; और

(घ) यदि डेगाना टंगस्टन परियोजना अभी तक शुरू नहीं हुई है, तो इसके मुख्य कारण क्या हैं और सरकार ने इसे शुरू करने के लिए क्या संभावित समय-सीमा तय की है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) से (घ) भारत सरकार द्वारा खनन पट्टा प्रदान करने के लिए राजस्थान के नागौर में स्थित आरएएमबी, डेगाना टंगस्टन, लिथियम और संबंधित खनिज ब्लॉक की नीलामी दो ट्रांच, पहले ट्रांच-6 में और दूसरी बार ट्रांच-7 में की गई। हालाँकि, दोनों मौकों पर, कोई स्वीकार्य बोली प्राप्त नहीं हुई और ब्लॉक की नीलामी रद्द कर दी गई।

ADVERTISEMENTS LINKED TO CSAM

562. SHRI MANISH TEWARI:

SHRI B MANICKAM TAGORE:

SHRI SURESH KUMAR SHETKAR:

SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

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

(a) whether the Government has taken cognizance of reports alleging the dissemination of advertisements linked to Child Sexual Abuse Material (CSAM) on social media platforms in the country and if so, the details thereof along with the action taken thereon;

(b) whether the existing legal and regulatory framework prescribes specific obligations for intermediaries to detect, prevent and remove advertisements promoting illegal or harmful content and if so, the details thereof;

(c) whether the Government has assessed the adequacy and effectiveness of the existing regulatory framework governing online advertising and content moderation systems of social media platforms in light of such incidents including AI-based detection of harmful content and if so, the findings thereof;

(d) whether such advertisements were able to bypass platform safeguards despite “zero tolerance” policies claimed by social media platforms and if so, the reasons for regulatory failure;

(e) whether the Government proposes to strengthen the regulatory framework for online advertising to prevent the dissemination and monetisation of illegal and harmful content including CSAM and if so, the details thereof;

(f) whether the Government has coordinated with law enforcement agencies to identify networks linked to such advertisements and associated criminal

activities and if so, details thereof;

(g) whether the links to external platforms such as Telegram used for distribution of illegal content are being effectively monitored and blocked; and

(h) whether the Government has assessed risks posed to children and vulnerable users due to such content appearing through targeted advertisements and if so, the findings 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 (h): The policies of the Government are aimed at ensuring an open, safe, trusted, and accountable internet for its users, including women and children. The Information Technology Act, and the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021, together, have put in place a stringent framework to deal with unlawful and harmful content in the digital space.

CSAM material on social media:

Government of India has taken serious note of the reports alleging the dissemination of advertisements linked to child sexual abuse material CSAM) on social media platforms and sought a detailed report from the concerned intermediary. National Commission for Protection of Child Rights (“NCPCR”) has also issued notice to concerned social media platforms.

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

The IT Act provides punishment for various cyber offences such as identity theft (section 66C), impersonation (section 66D), privacy violations (section 66E), publishing or transmitting obscene or sexually explicit content (sections 67, 67A, 67B). It also empowers Police to investigate offences (Section 78 and 80).

IT (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021 ("IT Rules")

The IT Rules cast specific obligations on intermediaries to observe due diligence while discharging their duties and shall inform the users of computer resources not to host, display, upload, modify, publish, transmit, update or share any information that is harmful to children, obscene, pornographic, invasive of another's privacy, insulting or harassing on the basis of gender or violates any law for the time being in force.

The intermediary, within two hours from the receipt of a complaint made by an individual or any person on behalf, in relation to any content which involves full / partial nudity, exposing the private area and artificially morphed images of an individual should take all reasonable and practicable measures to remove or disable access to such content which is hosted, stored, published or transmitted by it.

Recent amendments to IT Rules:

Recent amendments to IT Rules require social media platforms and other

intermediaries to remove unlawful content within three hours of the receipt of an order of a court of competent jurisdiction or reasoned intimation by the Appropriate Government or its agency.

Intermediaries, in cases where the violation involves the commission of an offence under any law currently in force—such as the Bharatiya Nyaya Sanhita, 2023 read with the Bharatiya Nagarik Suraksha Sanhita, 2023, or the Protection of Children from Sexual Offences Act, 2012, which mandates reporting must report such offence to the appropriate authority in accordance with the provisions of the applicable law.

Countering harms caused by AI generated content:

Government has further strengthened the regulatory framework by amending the IT Rules, 2021 to address harms arising from synthetically generated information (SGI), including deepfakes and AI-generated content.

Key points related to the amendment are as follows:-

- Intermediaries are required to ensure clear labelling and traceable metadata for permissible AI-generated content, so that users can easily identify synthetically generated material and prevent deception or misuse.
- It further strengthens user accountability and platform due diligence, including mandatory user awareness regarding legal consequences of unlawful AI-generated content and stronger compliance obligations for social media intermediaries.
- Importantly, the guidelines explicitly cover child sexual exploitation material,

non-consensual intimate imagery, impersonation and other harmful AI-generated content, requiring platforms to prevent such content and take prompt action when detected.

- Strengthening of timelines for compliance, including reduced timelines for removal of unlawful information upon actual knowledge upon valid reasoned intimation from the Appropriate Government or court orders (timeline reduced from 36 hours to 3 hours) and for grievance redressal (including special categories such as nudity/impersonation etc.) (timeline reduced from 72 hours to 36 hours and 24 hours to 2 hours for sensitive matters, respectively).
- Intermediaries are obligated to deploy reasonable and appropriate technical measures, including automated tools or other suitable mechanisms, to not allow any user to create, generate, modify, alter, publish, transmit, share, or disseminate, as the case may be, any synthetically generated information that violates any law for the time being in force.

IT Rules mandates the Significant Social Media Intermediaries (SSMIs) to take reasonable efforts to deploy appropriate technical measures, including automated tools or other suitable mechanisms, to proactively identify information that depicts any act or simulation in any form depicting rape, child sexual abuse or conduct, whether explicit or implicit, or any information which is exactly identical in content to information that has previously been removed.

A significant social media intermediary providing services primarily in the

nature of messaging should enable the identification of the first originator of the information on its computer resource for the purposes of prevention, detection, investigation, prosecution or punishment of an offence related to the sovereignty and integrity of India, the security of the State, friendly relations with foreign States, or public order, or of incitement to an offence relating to the above or in relation with rape, sexually explicit material or child sexual abuse material, punishable with imprisonment for a term of not less than five years.

In case of failure of the intermediaries to observe the legal obligations as provided in the IT Rules, they lose their exemption from third party information provided under section 79 of the IT Act. They are liable for consequential action or prosecution as provided under any extant law.

Advisories and Standard Operating Procedure (SOP):

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:

- Vide Advisory dated 29.12.2025, government reiterated to the intermediaries regarding observance of statutory due diligence obligations 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. It also advised the intermediaries to undertake an immediate review of their internal

compliance frameworks, content moderation practices and user enforcement mechanisms, and to ensure strict and continuous adherence to the provisions of the IT Act and the IT Rules.

- 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.

- 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.

ELECTRIFICATION OF RAILWAY LINES

563. SHRI ARUN BHARTI:

SHRI ATUL GARG:

SHRIMATI DAGGUBATI PURANDESWARI:

SHRIMATI SHAMBHAVI:

DR. LATA WANKHEDE:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the number of Railway lines electrified in kilometres since

2014 compared to the last six decades including the acceleration strategy was adopted for this change;

(b) the details of the numbers of railway zones and coverage across all the states that have achieved complete broad-gauge electrification including the zones and timelines for remaining network completion particularly in Bihar, Uttar Pradesh, Andhra Pradesh and Madhya Pradesh;

(c) whether India's electrification rate positions it ahead of the developing countries and if so, the details thereof including the global standing among major rail networks;

(d) whether transition from diesel to electric traction has avoided industrial pollution and if so, the details thereof including the diesel savings and associated cost reduction achieved; and

(e) whether electrified railways enable the integration of solar and wind renewable energy for traction power and if so, the details thereof including the capacity of renewable energy infrastructure is being deployed to support net-zero emission goals?

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

(a) to (e) Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up.

Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-26	48,072

Further, all new line / multi-tracking projects are being sanctioned and constructed with electrification.

Mission 100% Electrification is a highly challenging project, as it involves electrifying railway lines that are already in operation and encountering unforeseen various challenges during execution. To expedite railway electrification work, various steps have been taken by Indian Railways which include among others; formation of Project Monitoring Group (PMG) portal to resolve the constraints being faced during commissioning, ensuring effective project monitoring mechanism, assured funding and enhanced financial powers to field units.

Zone wise status of electrification is as under:

SN	**ZONE**	**% Electrified**
1	Central Railway	100%
2	East Coast Railway	100%
3	East Central Railway	100%

SN	ZONE	% Electrified
4	Eastern Railway	100%
5	Konkan Railway	100%
6	Kolkata Metro	100%
7	North Central Railway	100%
8	North Eastern Railway	100%
9	Northern Railway	100%
10	South Central Railway	100%
11	South Coast Railway	100%
12	South East Central Railway	100%
13	South Eastern Railway	100%
14	West Central Railway	100%
15	Western Railway	100%
16	North Western Railway	99.8%
17	Northeast Frontier Railway	98.7%
18	Southern Railway	98.7%
19	South Western Railway	96.1%

State/UT wise status of electrification including Bihar, Uttar Pradesh, Andhra Pradesh and Madhya Pradesh is as under:

SN	STATE	% Electrified
1	Andhra Pradesh	100%
2	Arunachal Pradesh	100%
3	Bihar	100%
4	Chandigarh	100%
5	Chhattisgarh	100%
6	Delhi	100%
7	Gujarat	100%
8	Haryana	100%
9	Himachal Pradesh	100%
10	Jammu and Kashmir	100%
11	Jharkhand	100%
12	Kerala	100%
13	Madhya Pradesh	100%
14	Maharashtra	100%
15	Meghalaya	100%

SN	STATE	% Electrified
16	Mizoram	100%
17	Nagaland	100%
18	Odisha	100%
19	Puducherry	100%
20	Punjab	100%
21	Telangana	100%
22	Tripura	100%
23	Uttar Pradesh	100%
24	Uttarakhand	100%
25	West Bengal	100%
26	Rajasthan	99.8%
27	Tamil Nadu	98.3%
28	Assam	97.9%
29	Karnataka	96.8%
30	Goa	91.4%

Indian Railways (IR) has undertaken one of the fastest railway electrification programs in the world. While many countries prioritize electrifying

only their busiest passenger and freight corridors, India has chosen to electrify its entire broad gauge network. Indian Railways' achievement in railway electrification stand out globally. According to the latest report of International Union of Railways (UIC) of June, 2025, railway electrification in important railway systems is as under:

Country	Railway Electrification
Switzerland	100%
India	99.6%
China	82%
Spain	67%
Japan	64%
France	60%
United Kingdom	39%

By network coverage, Indian Railways is now among the most extensively electrified large railway systems in the world. Indian Railways had electrified 99.6% of its broad-gauge network, completing one of the world's largest infrastructure transformation programs in a decade.

Electric traction is not only environmental friendly but energy efficient also. Reduction in CO_2 emissions in transportation by railways as compared to transportation by road is as under (Ref:- NITI Aayog Report titled "Fast Tracking Freight In India", June 2021)

Mode of Transportation	CO_2 emission for transportation of 1 tonne for 1 km
Road	101 gm
Rail	11.5 gm (about 89% less)

Further, electrification of railway tracks reduces dependency on fossil fuels, decreased diesel consumption resulting in lower carbon emission. Electrification enables better haulage capacity and higher train speeds, leading to reduced travel time and enhanced efficiency.

Reduction in IR's diesel consumption for traction purpose by 185 crore litres with about 108 crore litres consumption in 2024-25 as compared to 293 crore litres in 2015-16. This has resulted in saving of precious foreign exchange with Government of India exchequer, which would have otherwise been needed for import of fuel which has been saved due to electrification.

Electrified railways are well suited for integrating solar, wind and other renewable energy into traction power systems, making them most effective transport systems for utilizing renewable electricity. Indian Railways is committed to sustainable operations through near total Railway Electrification combined with use of renewable energy sources, based on strategic power procurement planning, thus contributing to carbon footprint reduction.

Indian Railways aims to progressively meet its electric traction power requirements through renewable energy sources including solar, wind and hybrid systems (solar, wind and energy storage) thereby reducing carbon footprints of IR. As of June, 2026 about 1161 Mega Watt (MW) of solar plants (both on Rooftops and on land) and about 103 MW of Wind power plants have been commissioned.

ANGAMALY–ERUMELI RAILWAY LINE PROJECT

564. ADV. ADOOR PRAKASH:

SHRI ANTO ANTONY:

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

(a) the steps taken by the Railways to implement the Angamaly–Erumeli (Sabari) Railway Line Project in Kerala;

(b) whether the Railways has initiated the preparation of tender documents for the remaining works of the project, if so, the details thereof;

(c) whether the Railways has sanctioned or is considering a feasibility study for establishing a dedicated cargo terminal on the Sabari Railway Line to facilitate the transportation of spices, pineapples, plywood and other agricultural and industrial products from Idukki and the surrounding districts and if so, the details thereof;

(d) whether the Government of Kerala has informed the Railways about the progress of land acquisition for the implementation of the Angamaly-

Erumeli (Sabari) Railway Line Project and if so, the details and the present status thereof; and

(e) whether the funds allocated for the Angamaly–Erumeli (Sabari) Railway Line Project in current union budget can be utilized for land acquisition of the project 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): Angamali - Sabarimala via Erumeli new line project was sanctioned in 1997-98. Work on Angamali-Kaladi (7 Km) and long lead works on Kaladi-Perumbavoor (10 Km) was taken up. However, further works on this project could not be taken forward due to protests by people against land acquisition and fixing of alignment of the line, court cases filed against the project and inadequate support from the Government of Keralam. Therefore, the project could not proceed ahead.

The estimated cost of the Angamali - Sabarimala via Erumeli new line project was updated at ₹3,801 crore and submitted to Government of Keralam for the acceptance of the estimate and willingness to share cost of the project.

In August 2024, the Government of Keralam communicated their conditional consent. Government of Keralam was requested by Railway to submit unconditional consent for sharing the cost.

Then the Minister of Railways requested the Chief Minister of Keralam to

acquire land using their share of 50% of the cost of the project.

Now, on the request of Govt. of India, the Govt. of Keralam has initiated land acquisition proceedings and the Angamali – Sabarimala new line project has moved forward. Ministry of Railways is following up the land acquisition process with Govt. of Keralam.

In order to boost investment from industry in development of additional terminals for handling rail cargos, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched. The Gati Shakti Cargo Terminals (GCTs) are being developed by private players, and can be developed on non-Railway land or fully / partially on Railway land. The location of GCTs is being decided on the basis of demand from industry and potential of Cargo traffic.

Presently, there is no proposal received from industry for setting up of GCT on proposed Angamali-Erumeli Railway line project. However, In-principle approval (IPA) has been issued for one GCT proposal to be taken off between Idapally and Kalamasseri section in Trivandrum Division i.e. nearby location of Angamali Railway Station.

Keralam:-

Railway Budget:-

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

Period	Outlay
2009-14	₹ 372 crore/year
2026-27	₹3,795 crore (more than 10 times)

Projects Sanctioned:-

As on 01.04.2026, 09 projects (03 new line and 06 doubling) of 302 km length, costing ₹11,650 crore falling fully/partly in Keralam are sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned upto March, 2026 (in Km)	Total Expenditure upto March, 2026 (₹ in Cr.)
New line	03	148	0	317
Doubling /multitracking	06	154	40	3,550
Total	**09**	**302**	**40**	**3,867**

Recently Completed Projects:-

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

S. No.	Project	Cost (₹ in Crores)
1	Dindigul - Palghat and Pollachi - Coimbatore gauge conversion (217 km)	1,360
2	Quilon- Tiruchendur gauge conversion (357 km)	1,122
3	Mulanturutti-Kuruppantara doubling (24 km)	303
4	Chenganur-Chingavanam doubling (27 km)	436
5	Ambalapuzha-Haripad doubling (18 km)	346
6	Kurruppanthara-Chingavanam doubling (27 km)	749

Ongoing Projects:-

S.No.	Project	Cost (₹ in Crores)
1	Tirunnavaya –Guruvayur new line (35 km)	144
2	Angamali-Sabarimala new line (111 km)	3,801
3	Ernakulam-Kumbalam doubling (8 km)	808
4	Kumbalam - Thuravur doubling (16 km)	1,172
5	Trivandrum- Kanyakumari doubling (87 km)	4,494
6	Alappuzha-Ambalapuzha doubling (13 km)	324
7	Turavur - Mararikulam doubling (21 km)	451
8	Mararikulam-Alappuzha doubling (11 km)	221

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

Execution of important infrastructure projects falling fully/partly in the State of

Keralam are held up due to delay in land acquisition. Status of land acquisition in the State of Keralam is as under:

Total Land required for Projects in Keralam	618 ha
Land Acquired	78 ha (13%)
Balance Land to be acquired	540 ha (87%)

Railway had deposited ₹1,976 crore for land acquisition to Government of Keralam. Support of the Government of Keralam is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:-

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)	304	25	279
2.	Ernakulam – Kumbalam Patch doubling (8 km)	4	3	1
3.	Kumbalam – Turavur Patch doubling (16 km)	10	9	1
4.	Shoranur-Vallathol doubling (10 Km)	5	0	5

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

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

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

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

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities

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

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

RAILMADAD PORTAL

565. SHRI ANTO ANTONY:

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

(a) the details of complaints received through the RailMadad portal during the last five years, year and category-wise;

(b) the details of complaints received through RailMadad have been resolved, pending and closed during the last five years, year-wise;

(c) the average time taken to resolve complaints received through the said portal, category-wise;

(d) the highest number of complaints recorded through the said portal during the last five years, zone and year-wise;

(e) the number of complaints remained unresolved beyond the prescribed timeline; and

(f) the measures taken/being taken by the Government to improve passenger services in areas generating the highest number of complaints through the said portal?

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

(a) to (f): RailMadad is Indian Railways grievance redressal mechanism that provides passengers an integrated platform for grievance redressal, seeking assistance and inquiry. In RailMadad, passengers can seek redressal through multiple channels such as Helpline number-139, RailMadad Web, App and SMS. RailMadad features an automated complaint assignment and auto-escalation system to ensure the timely redressal of grievances. Grievances and calls for assistance are captured in more than 30 Train and Station categories to ensure smooth journey.

In addition, during the financial year 2025–26, RailMadad provided assistance in **6,94,368** cases with 89.49% excellent and satisfactory feedback. The platform also enables passengers to share feedback on the resolution of their grievances, helping Indian Railways monitor service quality and improve passenger satisfaction.

Rail Madad portal has been developed to enable passengers to highlight needs and seek assistance on passenger amenities, cleanliness, linen, security, electrical and other issues irrespective of class of travel. Grievances registered through RailMadad are analyzed, and appropriate corrective actions including staff sensitization and imposition of penalties are taken to prevent recurrence.

EXPLORATION OF COAL BED METHANE

566. SHRI RAMASAHAYAM RAGHURAM REDDY:

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

(a) whether it is true that with the fifth-largest reserves of coal globally India holds significant prospects for exploration and production of Coal Bed methane (CBM) in over twelve States;

(b) if so, the steps being taken by the Government to harness Coal Bed Methane in the country; and

(c) the future of the industry after the introduction of exploration and development of unconventional hydrocarbons under the 2018 framework of the Coal Bed Methane Policy, 1997?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a)**:** India, with the fifth-largest coal resources in the world, holds significant prospects for Coal Bed Methane (CBM) exploration and production. The country's prognosticated CBM resources are estimated at about 92 Trillion Cubic Feet (TCF), and these resources are spread across 12 States in India (West Bengal, Assam, Chhattisgarh, Gujarat, Jharkhand, Madhya Pradesh, Maharashtra, Odisha, Rajasthan, Tamil Nadu, Telangana and Andhra Pradesh). At present, fourteen (14) CBM blocks are active for the extraction of CBM across India.

(b)**:** The Government has undertaken various initiatives to promote and harness Coal Bed Methane (CBM), including unconventional hydrocarbon sources, which inter alia include:

1. Policy Reforms: The CBM Policy, 1997, was introduced to promote CBM development, under which an MoU was signed between the Ministry of Coal (MoC) and the Ministry of Petroleum and Natural Gas (MoPNG) to work jointly. As per the policy, MoPNG became the administrative ministry, and the Directorate General of Hydrocarbons (DGH) was designated as the nodal agency. In consultation with the Ministry of Coal, CBM blocks were identified and offered in coal-bearing areas.

In 2018, the Government of India notified a Policy Framework for Exploration and Exploitation of Unconventional Hydrocarbons in existing acreages under existing Production Sharing Contracts (PSCs), Coal Bed Methane (CBM) contracts, and nomination fields.

Additionally, in 2018, the Government of India notified the consolidated terms and conditions for granting exploration and exploitation rights to Coal India Limited (CIL) and its subsidiaries for coal-bearing areas for which they possess a mining lease for coal.

2. CBM Bidding Rounds: The Government has conducted six competitive CBM bidding rounds to date, in which 40 blocks have been awarded. As of now, 14 CBM blocks are active under exploration, development, or production phases. Further, two Special CBM Bid Rounds,

SCBM-2025 and SCBM-2026, under the ambit of the Open Acreage Licensing Policy (PALP), are in progress.

3. Infrastructure Strengthening: The CBM blocks are being connected to the National Gas Grid (Urja Ganga Pipeline), which has resolved long-standing offtake issues by enabling seamless transportation of CBM gas across various sectors.

With these efforts, around 1,232 wells have been drilled in CBM blocks for CBM development, and the country is currently achieving a CBM production level of around 2.28 million metric standard cubic meters per Day (MMSCMD).

(c)**:** Government vide notification dated 08.05.2018 granted rights to explore and produce CBM from coal-bearing areas where they hold mining leases to Coal India Limited (CIL) and its subsidiaries. CIL and its subsidiaries also identify coal-bearing areas under their leasehold for award towards CBM exploration and production.

वरिष्ठ नागरिकों को रेलों में दी जाने वाली किराया रियायत को पुनः आरंभ करना

567. श्रीमती संजना जाटव:

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

(क) क्या रेलवे द्वारा वरिष्ठ नागरिकों को किराये में दी जाने वाली रियायत समाप्त कर दी गई थी और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या कोविड-19 महामारी के दौरान निलंबित की गई इस रियायत को पुन: आरंभ करने के लिए सरकार द्वारा कोई सक्रिय विचार, प्रस्ताव/समीक्षा की जा रही है;

(ग) यदि हां, तो तत्संबंधी वर्तमान स्थिति क्या है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (घ): भारतीय रेल समाज के सभी वर्गों को किफायती सेवाएं प्रदान करने के लिए प्रयासरत है और वर्ष 2024-25 में यात्री टिकटों पर 60,239 करोड़ रुपए की सब्सिडी दी गई। यह रेल यात्रा करने वाले प्रत्येक व्यक्ति को औसतन 43% की रियायत के बराबर है। दूसरे शब्दों में, यदि सेवा प्रदान करने की लागत 100 रुपए है, तो टिकट की कीमत केवल 57 रुपए होगी। यह सब्सिडी सभी यात्रियों के लिए जारी है। इसके अतिरिक्त, इस सब्सिडी राशि से परे रियायतें कई कोटियों जैसे दिव्यांगजनों की 4 कोटियों, रोगियों की 11 कोटियों और छात्रों की 8 कोटियों के लिए जारी है।

सार्वजनिक वितरण प्रणाली

568. श्रीमती मंजू शर्मा:

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

(क) सार्वजनिक वितरण प्रणाली (पीडीएस) की मुख्य विशेषताएं क्या हैं;

(ख) विगत तीन वर्षों के दौरान उक्त योजना के अंतर्गत राजस्थान में स्वीकृत, आवंटित और उपयोग की गई निधि का ब्यौरा क्या है;

(ग) उक्त योजना के अंतर्गत अब तक निर्धारित लक्ष्यों और प्राप्त की गई उपलब्धियों का ब्यौरा क्या है;

(घ) क्या सरकार के पास देश में सार्वजनिक वितरण प्रणाली और भंडारण क्षेत्र में सुधार करने हेतु कोई योजना है; और

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

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

(क): सार्वजनिक वितरण प्रणाली (पीडीएस) अब राष्ट्रीय खाद्य सुरक्षा अधिनियम, 2013 के प्रावधानों के अनुसार प्रचालित होती है, जो मानव जीवन चक्र दृष्टिकोण को अपनाते हुए खाद्य और पोषण सुरक्षा सुनिश्चित करती है, ताकि लोगों को गरिमापूर्ण जीवन जीने के लिए पर्याप्त मात्रा में गुणवत्तापूर्ण भोजन नि:शुल्क उपलब्ध हो सके।

यह अधिनियम ग्रामीण आबादी के 75% तक को और शहरी आबादी के 50% तक को कवर करता है, इस प्रकार देश की कुल आबादी के लगभग दो-तिहाई हिस्से को कवर करता है, जो जनगणना 2011 के अनुसार 81.35 करोड़ है।

इस अधिनियम के तहत, अंत्योदय अन्न योजना (एएवाई) के अंतर्गत आने वाले परिवार, जो सबसे गरीब हैं, प्रति परिवार प्रति माह 35 किलोग्राम खाद्यान्न प्राप्त करने के पात्र हैं, जबकि प्राथमिकता वाले परिवार (पीएचएच) प्रति व्यक्ति प्रति माह 5 किलोग्राम खाद्यान्न नि:शुल्क प्राप्त करने के पात्र हैं।

(ख): खाद्य और सार्वजनिक वितरण विभाग (डीएफपीडी) उन राज्यों द्वारा किए गए व्यय की प्रतिपूर्ति करता है जिन्होंने भारत सरकार द्वारा आवंटित धनराशि के अनुसार केंद्रीय योजनाओं के लाभार्थियों को खाद्यान्न वितरण हेतु विकेंद्रीकृत खरीद (डीसीपी) पद्धति का विकल्प चुना है। इसके अतिरिक्त, भारतीय खाद्य निगम (एफसीआई) द्वारा राज्यों को उनके द्वारा केंद्रीय पूल के लिए सौंपे गए खाद्यान्न की मात्रा के लिए धनराशि भी जारी की जाती है। आर्थिक लागत और केंद्रीय निर्गम मूल्य (सीआईपी) के बीच का अंतर, जिस पर राज्यों को खाद्यान्न (गेहूं, चावल और मोटे अनाज) जारी किए जाते हैं, एफसीआई और डीसीपी राज्यों को खाद्य सब्सिडी के रूप में उसकी प्रतिपूर्ति की जाती है। बफर स्टॉक के रखरखाव के लिए भारतीय खाद्य निगम (एफसीआई) को भी धनराशि

जारी की जाती है। डीसीपी राज्यों और एफसीआई को जारी की जाने वाली खाद्य सब्सिडी वित्त मंत्रालय (एमओएफ) द्वारा किए गए बजटीय आवंटन के अनुसार होती है। राजस्थान एक गैर-डीसीपी राज्य होने के कारण खाद्य और सार्वजनिक वितरण विभाग (डीएफपीडी) से सीधे तौर पर खाद्य सब्सिडी प्राप्त नहीं करता है।

(ग) से (ड.): सार्वजनिक वितरण तंत्र के आधुनिकीकरण और प्रभावशीलता बढ़ाने तथा भंडारण क्षेत्र में सुधार के लिए उठाए गए कदमों का विवरण और अब तक प्राप्त उपलब्धियां निम्नलिखित हैं:

I. डिजिटलीकरण और आधार सीडिंग: सभी राज्यों/संघ राज्य क्षेत्रों में राशन कार्ड/लाभार्थी डाटाबेस का 100% डिजिटलीकरण किया गया है; 99.7% राशन कार्ड आधार से जुड़े हुए हैं, जिससे अपात्र/डुप्लिकेट कार्ड समाप्त हो गए हैं।

II. पारदर्शिता एवं शिकायत निवारण: सभी राज्यों/संघ राज्य क्षेत्रों में पारदर्शिता पोर्टल और ऑनलाइन शिकायत निवारण/टोल-फ्री हेल्पलाइन कार्यरत हैं।

III. ऑनलाइन आवंटन एवं आपूर्ति श्रृंखला का कम्प्यूटरीकरण: सभी राज्यों/संघ राज्य क्षेत्रों में ऑनलाइन आवंटन लागू किया गया है; 31 राज्यों/संघ राज्य क्षेत्रों (चंडीगढ़, पुददुचेरी और दादरा एवं नगर हवेली के शहरी क्षेत्रों को छोड़कर, जिन्होंने डीबीटी नकद अंतरण प्रणाली अपनाई है) में आपूर्ति श्रृंखला का कम्प्यूटरीकरण किया गया है।

IV. एफपीएस स्तर पर ई-पीओएस आधारित आधार प्रमाणीकरण: 5.51 लाख उचित दर दुकानों में से 5.50 लाख (99.8%) दुकानें ई-पीओएस उपकरणों से स्वचालित हैं, जिससे वितरण स्थान पर लाभार्थियों का बायोमेट्रिक प्रमाणीकरण सुनिश्चित होता है और डायवर्जन में कमी आती है।

V. एक राष्ट्र एक राशन कार्ड (ओएनओआरसी): सभी 36 राज्यों/संघ राज्य क्षेत्रों में राष्ट्रव्यापी पोर्टेबिलिटी लागू की गई है, जिसमें पीएमजीकेएवाई के सभी लाभार्थी शामिल हैं; अब तक 221 करोड़ से अधिक पोर्टेबिलिटी लेनदेन दर्ज किए गए हैं, जिससे बहिष्करण और डुप्लिकेट पात्रता दावों में कमी आई है।

VI. आरसीएमएस, वितरण, आपूर्ति श्रृंखला और शिकायत निवारण के लिए एकीकृत मॉड्यूल के साथ स्मार्ट-पीडीएस कार्यान्वयन के अधीन है।

VII. केंद्रीय बैंक डिजिटल करेंसी (सीबीडीसी) आधारित खाद्यान्न वितरण (गुजरात, पुडुचेरी, चंडीगढ़, दादरा एवं नगर हवेली; इसके अतिरिक्त ओडिशा, दिल्ली, आंध्र प्रदेश, मध्य प्रदेश, जम्मू और कश्मीर में भावी प्रायोगिक परियोजना के रूप में) प्रायोगिक परियोजना के रूप में चल रहा है।

VIII. अन्न चक्र: पीडीएस आपूर्ति श्रृंखला को सुव्यवस्थित करने, दक्षता में सुधार करने, कार्बन उत्सर्जन को कम करने और कुल लागत को घटाने के लिए "अन्न चक्र" उपकरण लागू किया गया है, जिससे 81 करोड़ जरूरतमंद नागरिकों को सहायता मिल रही है। पीडीएस के तहत खाद्यान्न की संचलन को अनुकूलित करने के लिए 31 राज्यों/संघ राज्य क्षेत्रों में मार्ग ऑप्टिमाइजेशन का काम पूरा हो चुका है।

IX. डिपो दर्पण पोर्टल: डिपो दर्पण पोर्टल एक डिजिटल प्लेटफॉर्म है जिसे एफसीआई और सीडब्ल्यूसी में लागू किया जा रहा है। इसे मई 2025 में शुरू किया गया था, जिसका उद्देश्य पीडीएस के तहत खाद्यान्न भंडारण डिपो की बेहतर निगरानी, पारदर्शिता और दक्षता सुनिश्चित करना है।

X. स्मार्ट भांडागारण परियोजना: इस परियोजना का लक्ष्य सभी डिपुओं में वास्तविक समय में दृश्यता, समय पर हस्तक्षेप, डाटा-आधारित निर्णय लेने और मानकीकृत प्रचालन को सुनिश्चित करना है, ताकि पारंपरिक डिपुओं को उपकरणों जैसे (i) धुआं सेंसर, अग्नि सेंसर और गेट खोलने वाले सेंसर (ii) CO_2, फॉस्फीन स्तर, अग्नि जोखिम, आर्द्रता, अनधिकृत प्रवेश और तापमान की वास्तविक समय की निगरानी से लैस करके सुरक्षित, संरक्षित और कुशल खाद्यान्न भंडारण और वितरण सुनिश्चित किया जा सके।

REDEVELOPMENT OF ERNAKULAM TOWN AND JUNCTION RAILWAY STATIONS

569. SHRI HIBI EDEN:

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

(a) the expected date of completion of the redevelopment works of Town Railway Station and Junction Railway Station, station-wise;

(b) whether provisions have been made to meet the needs of special groups including lactating women, differently-abled individuals, transgenders, women, concerning facilities, security and mandatory arrangements and if so, the details thereof;

(c) whether there are strategies to address obstacles and ensure the timely completion of the redevelopment projects in Ernakulam Town and Junction Railway Stations with specified quality and if so, the details thereof;

(d) whether a comprehensive overview is available for the new facilities planned for Ernakulam Town and Junction, such as the proposed Sky Walks and Multilevel Car Parking; and

(e) 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): Ministry of Railways has identified Ernakulam Town and Ernakulam Junction Railway Station for redevelopment under Amrit Bharat Station

Scheme. The progress at Ernakulam Town and Ernakulam Junction stations is given below:

At Ernakulam Junction station, the structural works of east terminal building, west terminal building, multi-level car parking and service building have been taken up. The structural works of P-way depot and P-way office has been completed and finishing works taken up.

At Ernakulam Town railway station, the structural work of west terminal building- segment 1, multi level car parking, residential tower and foundation for the foot over bridge have been completed. The finishing work of multi level car parking, west terminal building (segment I) and super structure work of foot over bridge was taken up. However, due to slow progress of the work, the contract was terminated and retendering process has been taken up.

The redevelopment plans of Ernakulam Town and Ernakulam Junction railway station have provisions for feeding room, Child Help line, health facilitation, security arrangements, toilets etc.

There is provision of Multi-Level Car Parking at Ernakulam Junction and Ernakulam Town and Skywalk arrangement from Ernakulam Junction station to Ernakulam South Metro station. Skywalk is planned from Ernakulam Town station to Ernakulam North Road Over Bridge from where access is available to bus stop and Town Hall Metro Station. East Terminal of Ernakulam Junction station is very close to Manorama Bus stand. Above arrangements are considered adequate and effective for passengers coming to Railway station

by Metro/Bus/Road Vehicle.

Amrit Bharat Station Scheme envisages development of stations on a continuous basis with a long-term approach. It involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

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

The scheme also envisages sustainable and environment friendly solutions, 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, 1340 stations have been identified for development under Amrit Bharat Station Scheme, out of which 35 stations including Ernakulam Junction and Ernakulam Town railway stations are located in Kerala. The names of stations identified for development under Amrit Bharat Station Scheme in Kerala are as following:

State	No. of Stations	Names of Stations
Kerala	35	Alappuzha , Angadippuram, Angamali For Kaladi, Chalakudi, Changanassery, Chengannur, Chirayinkeezh, Ernakulam, Ernakulam Town, Ettumanur, Ferok, Guruvayur , Kannur, Kasargod, Kayankulam Jn, Kollam Jn, Kozhikode, Kuttippuram, Mavelikara, Neyyattinkara , Nilambur Road, Ottappalam, Parappanangadi, Payyanur, Punalur, Shoranur Jn., Thalassery, Thiruvananthapuram Central, Thrisur, Tirur, Tiruvalla, Tripunithura, Vadakara, Varkala Shivagiri, Wadakancheri

Completed Stations:

Development works at railway stations under Amrit Bharat Station Scheme in

Kerala have been taken up at a good pace. The detail of stations where development works are completed in Kerala is as given below:

State	No. of Stations	Name of Stations
Kerala	16	Angamaly for Kaladi, Chalakudi, Changanassery, Chirayinkeezh, Ferok, Guruvayur, Kuttippuram, Mavelikara, Nilambur Road, Parappanangadi, Shoranur Jn., Thalassery, Tirur, Tripunithura, Vadakara, Wadakancheri

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:

- **Kasargod Station:** The works of improvements of station building, new entrance porch, improvements of booking office and concourse, improvement of platform surface of platform no. 2 and 3, improvements of circulating area and parking, improvement of waiting hall, toilets, platform shelters, lifts, installation of coach indication board and improvement of amenities for Divyangjan have been completed. The works of extension of platform no. 1, 6 m wide foot over bridge, escalator and parking at second entry have been taken up.
- **Angadippuram station:** The works of improvement of station building, new entrance porch, concourse and booking office, platform shelter, improvement of platform surfacing of platform no. 1 and 2, waiting hall,

toilet, improvement of circulating area and parking, approach road, installation of coach indication board, train indication board, signages and lifts have been completed. The work of provision of 6 m wide foot over bridge has been taken up.

- **Payyanur station:** The works of raising platform no. 2 and 3, provision of platform shelter, improvement of concourse, booking office, waiting hall, circulating area at second entry, parking, installation of coach indication board and train indication board have been completed. The works of improvement of station building, circulating area at main entry, amenities for Divyangjan, 6 m wide foot over bridge and lifts have been taken up.
- **Kollam station:** The works of service building, multi level car parking and parcel building have been completed. The works of 12 m wide foot over bridge, air concourse, north terminal building, south terminal building and platform upgradation have been taken up.

Indian Railways has a well established mechanism to monitor implementation of projects including their reviews, inspection, check for time and cost overruns, quality of works and audits. Monitoring of projects is done at various levels including through dedicated portal of Indian Railways named Indian Railway Project Sanction and Management (IRPSM). 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 are taken immediately. The issues faced by the executing units are accordingly addressed. This is a continuous and ongoing process.

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

Development / Upgradation of stations is complex in nature involving safety of passengers and 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.

E-JAGRITI PORTAL

570. SHRI ANURAG SHARMA:

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

(a) whether the Government has launched the e-Jagriti Portal for online filing, monitoring and disposal of consumer complaints and if so, the details of its objectives, key features and present status of implementation;

(b) the details of consumer complaints registered, disposed of and pending through the e- Jagriti Portal since its launch, year, State and district-wise;

(c) the details of complaints received, disposed of and pending through the e-Jagriti Portal in Jhansi district, Uttar Pradesh along with the average time taken for grievance redressal;

(d) whether the Government has undertaken any measures to enhance awareness, accessibility and digital outreach of the e-Jagriti Portal particularly in semi-urban and rural districts such as Jhansi and to strengthen the infrastructure for timely disposal of consumer grievances; and

(e) if so, the details thereof and the outcomes achieved?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION; AND MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT. (SHRI B. L. VERMA):

(a) to (e) : The Department 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, e-Daakhil, 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).

e-Jagriti has reduced reliance on physical proceedings and has accelerated justice delivery. The details of the consumer cases filed and disposed by the consumer commissions since the launch of e-jagriti portal, year and State-wise are at **STATEMENT.**

Since the launch of e-jagriti portal i.e. from 01.01.2025 to 30.06.2026, a

total of 632 consumer cases were filed before the Jhansi District Consumer Disputes Redressal Commission and 553 cases were disposed of.

To enhance awareness, accessibility and digital outreach of the e-Jagriti Portal, including in semi-urban and rural areas, the Department of Consumer Affairs has undertaken a series of nationwide consumer awareness initiatives under the "Jago Grahak Jago" campaign. The Department has leveraged multiple communication platforms such as Prasar Bharati, NFDC, CBC, IRCTC, Meta, MyGov and official social media handles for dissemination of information on consumer rights and the e-Jagriti Portal. Special outreach has been undertaken through IVRS and SMS campaigns in English, Hindi and nine regional languages, with focused coverage of North-Eastern States and SC/ST-dominated areas. Grant-in-aid is also provided to States/UTs for conducting localized consumer awareness activities.

Further, to strengthen accessibility at the grassroots level, the Department has been conducting weekly virtual capacity-building sessions with Panchayati Raj Institutions across all States/UTs in several regional languages. The Department has also participated in public outreach programmes such as the Surajkund International Crafts Mela and the National Conference on e-Governance (NCeG) 2026, where the e-Jagriti Portal was showcased and received the Silver Award under the National e-Governance Awards. Additionally, the Department has collaborated with MyGov to promote the e-Jagriti Portal through co-branded digital campaigns and citizen

engagement activities. These initiatives have significantly expanded consumer awareness and digital outreach, facilitating wider access to the Portal and promoting timely and technology-enabled consumer grievance redressal across the country.

STATEMENT

The details of the consumer cases filed and disposed by the consumer commissions since the launch of e-jagriti portal, year and State-wise

Sl. No.	**Year**	**2025**		**2026 (till June, 2026)**	
	State Name	**Number of Cases**		**Number of Cases**	
		Filed	**Disposed (also includes the cases disposed which were filed in the previous years)**	**Filed**	**Disposed (also includes the cases disposed which were filed in the previous years)**
1.	NCDRC	3402	4908	1445	1707
2.	ANDAMAN AND NICOBAR ISLANDS	11	2	9	0
3.	ANDHRA PRADESH	3563	2618	2005	1357
4.	ARUNACHAL	26	26	17	11

	PRADESH				
5.	ASSAM	513	408	292	218
6.	BIHAR	3268	3153	1901	1640
7.	CHANDIGARH	1406	1810	810	773
8.	CHHATTISGARH	2791	4032	1498	1697
9.	DELHI	5574	5204	3455	3090
10.	GOA	288	213	149	93
11.	GUJARAT	18280	12553	8614	6703
12.	HARYANA	12385	9676	6127	4307
13.	HIMACHAL PRADESH	2280	1845	983	730
14.	JAMMU and KASHMIR	317	84	217	143
15.	JHARKHAND	1261	880	670	463
16.	KARNATAKA	10630	10923	5875	5464
17.	KERALA	12018	8130	5973	3930
18.	LAKSHADWEEP	2	0	1	0
19.	MADHYA PRADESH	10548	13800	5495	5493
20.	MAHARASHTRA	16434	14937	7543	6360
21.	MANIPUR	127	91	44	32
22.	MEGHALAYA	56	60	23	28
23.	MIZORAM	125	55	48	27
24.	NAGALAND	23	14	13	0
25.	ODISHA	5631	3948	2807	1555

26.	PUDUCHERRY	172	174	85	88
27.	PUNJAB	6206	7280	3055	3293
28.	RAJASTHAN	11975	12473	6022	6931
29.	SIKKIM	20	1	18	13
30.	TAMIL NADU	8356	7359	3800	3616
31.	TELANGANA	3605	3300	2261	1852
32.	TRIPURA	286	122	141	107
33.	UTTARAKHAND	939	1807	607	745
34.	UTTAR PRADESH	16550	15751	8103	6373
35.	WEST BENGAL	3828	2944	2006	1337
	Total	**162896**	**150581**	**82112**	**70176**

WEATHER FORECASTING SYSTEM IN TELANGANA

571. SHRI ARVIND DHARMAPURI:

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

(a) the details of Automatic Weather Stations, rain gauges, Doppler weather radar

coverage and agro-meteorological advisory services available in Telangana, district-wise;

(b) whether Nizamabad and Jagtial districts being important turmeric, paddy and maize growing regions are covered by localised weather and crop

advisories and if so, the details thereof;

(c) the details of mechanism put in place through which farmers receive timely alerts on heavy rain, heatwaves, hailstorms, lightning and likely crop damage; and

(d) whether the Government proposes to strengthen Panchayat-level or block-level weather forecasting and farmer advisory dissemination in Telangana 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 India Meteorological Department (IMD) operates one S-Band Doppler Weather Radar (DWR) at the Meteorological Centre in Hyderabad. This radar provides observational coverage for all districts of Telangana, featuring an effective range of 250 km and a maximum range of 500 km. Additional radar coverage for the state is provided by DWRs located in neighboring states at Vishakhapatnam, Machilipatnam, Solapur, and Nagpur. IMD operates 3 manned surface observatories at Hyderabad, Nizamabad, and Ramagundam. Additionally, 2 upper-air Radio Sonde Observatories are

operational at Hyderabad and Ramagundam to represent the state. For real-time data acquisition and weather monitoring, there are 31 Automatic Weather Stations (AWSs) and 52 Automatic Rain Gauges (ARGs) active across the state. Furthermore, under the district- wise and block-wise rainfall monitoring networks, a total of 369 rain gauges are functional, providing representation for all districts of Telangana. Agro-meteorological advisory services are fully functional across the State's districts. Supported by the Central and State agriculture departments as well as agricultural universities, these services issue bi-weekly crop and weather advisories every Tuesday and Friday to guide regional farming operations.

(b) Yes. MD regularly issues localized weather and crop advisories covering key agricultural regions, including the districts of Nizamabad and Jagtial in Telangana. These advisories specifically cater to major local crops such as Paddy, Turmeric, and Maize. The details of the mechanisms and upcoming infrastructure for providing these advisories are as follows:

- Regular district-wise weather forecasts are issued, which include edium-range forecasts valid for seven days (updated thrice daily) and location-specific, 3- hourly Nowcasts provided on a 24/7 basis. Additionally, extreme weather bulletins incorporating impact-based forecasts are issued 24 to 48 hours in advance.
- Agromet Advisory Bulletins featuring weather-aligned crop warnings are issued twice a week (every Tuesday and Friday). Timely alerts and customized

guidance are provided well in advance for crucial crop cycles of turmeric, paddy, and maize to mitigate agricultural risks.

(c) The India Meteorological Department, in coordination with relevant agencies, has established a comprehensive multi-hazard early warning platform to ensure that farmers receive timely alerts regarding extreme weather events and potential crop damage. To ensure regional accessibility, these advisories are disseminated in Telugu, Hindi, English, and other regional languages. The major dissemination mechanisms put in place include:

• Digital and Mobile Alerts: Timely and location-specific emergency alerts arebroadcast directly to mobile phones through the Common Alerting Protocol (CAP) / SACHET Application, Short Message Service (SMS), and electronic mail (e-mail).

• Specialized Mobile Applications: The IMD's dedicated mobile application 'Mausam' provides general weather alerts and forecasts to the public. For severe

convective weather, the 'Damini' mobile application delivers real-time, location-based lightning alerts.

• Mass Media and Social Media Dissemination: Weather warnings and agromet advisories are widely broadcasted through All India Radio (AIR) and Doordarshan. In addition, Social Media platforms (including WhatsApp, Facebook, X, and Instagram) are extensively utilized to ensure last-mile reach.

• Institutional Coordination: A direct, real-time coordination mechanism is maintained with District Collectors, State Disaster Management Authorities (SDMAs), the Department of Agriculture, and other local stakeholders to ensure

rapid ground-level dissemination and administrative preparedness.

(d) Yes. Under the Mission Mausam, the India Meteorological Department is expanding meteorological capabilities to enhance localized weather forecasting and advisory services for farmers across the country, including the State of Telangana. The details of the institutional mechanisms, digital platforms, and infrastructure upgrades being implemented to strengthen block and Panchayat-level dissemination are as follows:

• Localized Forecasting Framework: The India Meteorological Department (IMD) regularly generates and issues customized block-level weather forecasts and agromet advisories across the State of Telangana.

• Panchayat Mausam Seva Portal: In collaboration with the Ministry of Panchayati Raj, the IMD has developed the Panchayat Mausam Seva Portal. This initiative integrates Panchayat-level weather forecasts directly into rural governance digital platforms, including e-GramSwaraj, Meri Panchayat App, e-Manchitra, and Mausamgram.

• Last-Mile WhatsApp Dissemination: To ensure rapid transmission to the grassroots, the mobile numbers of Panchayat Members, Ward Members, and Panchayat Secretaries have been integrated into the portal. This enables the

direct automated delivery of weather forecasts and agrometeorological advisories via WhatsApp for local dissemination at the Gram Panchayat level.

• Leveraging Rural Networks: IMD utilizes the extensive Krishi Sakhis and Pashu Sakhis networks under the Ministry of Rural Development to facilitate the last-mile delivery of crucial weather updates and livestock/crop advisories to remote farming communities.

• Farmers' Awareness Programs (FAPs): To promote climate-resilient agriculture, the IMD has organized over 7,300 Farmers' Awareness Programs across 373 districts (including 83 Aspirational Districts), training approximately 3.67 lakh farmers on the effective utilization of weather-based advisory services.

• Advanced Analytics Systems under 'Mission Mausam': Under the aegis of

'Mission Mausam', the IMD has developed:

• KALP (Krishi Advisory based on Location-specific Weather Prediction): A

system dedicated to generating highly localized advisories tailored to specific crop varieties and their exact growth stages.

• Mausam SANKALP (Systematic Agrometeorological aNalytics, Knowledge and Advisory enabLing Platform): A platform designed to strengthen comprehensive weather data analytics, institutional advisory generation, and climate-resilient agricultural planning.

IMPACT OF LPG PRICE HIKE ON RAILWAY CATERING SERVICE IN TAMIL NADU

572. SHRI K E PRAKASH:

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

(a) whether the Government has reviewed the impact of recent increases in commercial LPG prices and input costs on catering services operated through pantry contractors, food vendors and licensed service providers at railway stations and onboard trains in Tamil Nadu including Erode and neighbouring railway divisions, if so, the details thereof and if not, the reasons therefor;

(b) the details of representations received from railway catering operators and vendors regarding rising operational costs, supply-chain constraints and their impact on food service operations during the last two years, year-wise;

(c) whether the Government through the Indian Railway Catering and Tourism Corporation (IRCTC)/other agencies has undertaken any measures to ensure uninterrupted catering services and operational sustainability of small vendors and contractors associated with railway stations and trains, if so, the details thereof and if not, the reasons therefor; and

(d) whether any review of catering contracts, service charges/vendor support mechanisms has been undertaken in view of rising input costs affecting railway food service providers, if so, the details thereof and if not, the

reasons therefor?

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

(a) to (d): Indian Railways continuously monitor and review all aspects of passenger services including impact of LPG availability and pricing due to the Middle East crisis. Representations were also received from various Catering Licensee Associations and licensees including the state of Tamil Nadu regarding such operational challenges. Necessary measures are accordingly put in place to minimise any adverse impact on quality of services and passenger convenience. Following measures have been taken to address these concerns:

- Regular review of catering operations and cost-related issues through periodic interactions with service providers.
- Regular coordination with oil marketing companies has been done to ensure uninterrupted supply.
- Maintaining buffer stock of LPG to meet requirements.
- Permission granted to utilise alternative sources of energy during such emergent situations wherever feasible, i.e., use of electrical/ induction based flameless cooking.
- Adoption of operational efficiency and process improvements to optimise costs without compromising quality and services.

- Induction based or other electric cooking systems adopted on 163 Kitchens/catering units. Further, due to permission of flameless cooking in pantry cars, the requirement of commercial LPG cylinders has reduced to 458 cylinders per day from 1111 per day.
- The option of Ready to Eat (RTE) meals proliferated to reduce dependence on cooked food.
- Regular inspection and monitoring of catering services over Indian Railways.

5G MOBILE NETWORK

573. SHRI ATUL GARG:

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

(a) whether the Government has systematically accelerated the rollout of 5G mobile networks across the State of Uttar Pradesh;

(b) if so, the total number of districts and major rural blocks successfully covered with high-speed 5G mobile services as of June 2026;

(c) whether this enhanced digital infrastructure has effectively supported the growth of local e- commerce and digital education initiatives in the State;

(d) the details of the central financial assistance utilized to install mobile towers in remote and previously underserved rural habitations; and

(e) the steps taken by the Government planned to integrate these 5G networks with local smart city projects to enhance Urban Governance and

citizen service delivery?

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) 5G services are available in all the districts of the State of Uttar Pradesh. As on 30.06.2026, Telecom Service Providers (TSPs) have installed 65,689 5G Base Transceiver Stations (BTSs) in the State of Uttar Pradesh.

(c) 5G provides high-speed connectivity, low latency and support for a large number of connected devices, which support development of socio-economic use cases and capacity building, with the objective of fostering innovation, academia–industry collaboration and strengthening academic and start-up ecosystem for economic growth.

(d) As on 30.06.2026, total of ₹19,824 crores has been disbursed from Digital Bharat Nidhi (DBN) for installation of Mobile towers in rural and remote areas of the country.

(e) DoT has established 5G labs in 100 academic institutions across the country to develop 5G use cases and related applications with an outlay of ₹97.67 crores. These initiatives aim to foster an ecosystem where students, startups, and researchers can develop and test sector-specific (e.g., smart cities, healthcare, agriculture, education, power sector) innovative 5G indigenous solutions, and propel the country into the forefront of usage of 5G technology. All 100 5G labs have been installed, commissioned, and are currently operational.

DEVELOPMENT OF WIND ENERGY

574. SHRI RAO RAJENDRA SINGH:

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

(a) whether the Government has taken any initiatives for development of wind energy in the country;

(b) if so, the current capacity of installation and power generation from wind power, State-wise;

(c) whether the power generation from wind has been increased during the last three years; and

(d) if so, the ranking of India globally in wind energy installation?

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 taken several initiatives for development of Renewable Energy including wind energy in the country. The details are placed as **STATEMENT-I**.

(b) As on 30.06.2026, the total installed capacity of wind energy projects in the country is 57443 MW. The state wise details of installed capacity of wind energy projects are placed as **STATEMENT-II.**

Further, the power generation from wind energy projects during FY 2025-26 was 106 billion units. The state wise details of power generation from wind energy projects during FY 2025-26 is placed as **STATEMENT-III.**

(c) and (d) The power generation from wind energy projects has increased during last three financial years. The details of wind power generation and annual wind capacity addition during last three financial years are as follows;

S. No.	Year	Wind Capacity Addition (MW)	Wind Power Generation (in billion units)
1	2023-24	3253	83
2	2024-25	4151	83
3	2025-26	6057	106

As per GWEC Report 2026, India ranked 4th position globally in wind energy installation till 31st Dec, 2025.

STATEMENT-I

The details initiatives taken by the Government to promote development of Renewable Energy including wind energy in the country.

These, *inter alia*, include;

- 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.
- Inter State Transmission System (ISTS) charges have been waived for

inter-state sale of solar and wind power for projects commissioned by 30th June 2025 and to be commissioned thereafter with graded ISTS charges.

- To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2030.
- Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.
- 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.
- Revised Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar Hybrid and Firm and Dispatchable RE (FDRE) projects have been issued.
- Viability Gap Funding (VGF) Scheme for Offshore Wind Energy Projects have been launched.
- 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 was issued on 12th June 2025.
- Mechanism of Approved List of Models and Manufacturers for Wind Turbines, and Wind Turbine Components.
- “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, has been 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 Energy Power through exchanges.

- Government has issued orders that power shall be dispatched against Letter of Credit (LC) or advance payment to ensure timely payment by distribution licensees to RE generators.

STATEMENT-II

State wise details of installed capacity of wind energy projects as on 30.06.2026

State	**Wind installed capacity as on 30.06.2026 (in MW)**
Gujarat	16086
Tamil Nadu	12273
Karnataka	8896
Maharashtra	6318
Rajasthan	5516
Andhra Pradesh	4461
Madhya Pradesh	3686
Telangana	128
Kerala	71
Others	4
Total	**57443**

STATEMENT-III

State wise details of power generation from wind energy projects during FY 2025-26

State	**Wind power generation during FY 2025-26 (in MUs)**
Gujarat	33706
Tamil Nadu	24200
Karnataka	18804
Maharashtra	8610
Rajasthan	7345
Andhra Pradesh	8902
Madhya Pradesh	4706
Telangana	292
Kerala	130
Total	**106699**

RESEARCH ON RENEWABLE ENERGY TECHNOLOGY DEVELOPMENT

575. SHRIMATI POONAMBEN MAADAM:

Will the MINISTER OF **NEW AND RENEWABLE ENERGY** be pleased to state:

(a) whether the Government has undertaken measures to promote research, innovation and indigenous technology development in the renewable energy sector;

(b) if so, the details thereof;

(c) whether financial assistance is being provided for research projects in emerging renewable energy technologies; and

(d) if so, the details thereof?

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

(a) and (b). The Ministry implements a “Renewable Energy Research and Technology Development Programme (RE-RTD)” through various research institutions and industry to develop indigenous technologies in renewable energy sector. Additionally, research is being carried out under the National Green Hydrogen Mission (NGHM).

Further, the Ministry also implements an Innovative Projects Component under the PM Surya Ghar: Muft Bijli Yojana (PMSG-MBY), to identify and fund new innovations in business models and technical deployments of rooftop solar, including support for pilots, proof-of-concepts, and incorporation of cutting-edge technologies in distributed renewable energy deployment.

(c) and (d). Under the RE-RTD programme, the Ministry provides up to 100% financial support to Government/non-profit research organizations and upto 70% to Industry, private Institutes, entrepreneurs, and manufacturing units.

Presently, under the RE-RTD Programme, 18 RandD projects are sanctioned in emerging areas under category of Perovskite Solar and Perovskite Tandem Solar Cells, Geothermal Power, Geothermal Cooling and Heating, Energy Storage, Tidal Energy and Small Hydro with MNRE support of Rs. 243.53 crore.

In addition, under the National Green Hydrogen Mission (NGHM) RandD Scheme, 27 projects have been awarded under category of Safety and Integration, Hydrogen Applications, and Hydrogen Production with MNRE support of Rs.133.92 crore.

EXPANSION OF DOORDARSHAN AND AIR SERVICES

576. SHRI THARANIVENTHAN M S:

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

(a) the details of steps taken by the Government during the last three years to expand Doordarshan and All India Radio (AIR) services across the country, particularly in Arani Lok Sabha Constituency of Tamil Nadu;

(b) whether the Government has identified coverage gaps in radio and television broadcasting in rural, hilly, coastal and border areas and the

action taken to bridge these gaps;

(c) the status of installation of new transmitters, towers, digital studios and FM channels under Prasar Bharati in Tamil Nadu;

(d) whether the Government proposes to expand regional language broadcasting including more Tamil content on DD and AIR; and

(e) the details of measures taken by the Government to ensure inclusive access to public broadcasting for educational, agricultural, cultural and emergency communication needs?

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): Broadcasting Infrastructure and Network Development (BIND) scheme is a Central Sector Scheme for development, modernization and upgradation of broadcasting infrastructure of Doordarshan and Akashvani in the country. BIND scheme has been approved with a total outlay of ₹2539.61 crore for 2021-26. The scheme has been extended upto 31.03.2027.

The scheme includes setting up and modernization of transmitters and studios of Akashvani, expansion of DD Free Dish DTH platform and DD TV channels. It also includes upgrading production and transmission facilities.

Under the scheme, transmitter upgradation, FM expansion, replacement of obsolete equipment, digitalisation and coverage expansion projects are undertaken to bridge coverage gaps in rural, hilly, coastal and border areas,

including in the Arani constituency of Tamil Nadu.

The combined Medium Wave and FM coverage of Akashvani in the country is about 98% by population and 90% by area. The Government continuously makes efforts to bridge the gap in coverage.

Major projects taken up in Tamil Nadu under the BIND Scheme during the last 3 years include,

- Commissioning of a 20 kW FM transmitter at Rameshwaram
- FM transmitters of 5 kW at Salem
- FM transmitters of 5 kW at Vellore
- 10 kW at Kumbakonam
- A Virtual Radio System at Chennai
- An Uplink Antenna System and UPS have been installed at Earth Station, Chennai.
- Automation of programme production facilities and HD facilities at DDK Chennai
- New production equipment and active LED video walls at DDK Chennai

Government of India has also launched the revamped DD Tamil channel on 19th January 2024. It is a 24x7 dedicated television channel. It broadcasts Tamil programmes on art, culture, literature, heritage and eminent personalities, besides news and current affairs relating to Tamil Nadu. It is also telecast in HD. Both channels are carried on DD Free Dish, Prasar Bharati's

free-to-air DTH platform. Akashvani operates 17 channels in Tamil Nadu, and their live streaming is available on the NewsOnAIR mobile app.

The DD Free Dish platform encourages onboarding of regional channels. As a result, 28 regional-language channels, including Tamil channels, have been onboarded. Further, more than 300 co-branded educational channels are available on DD Free Dish under Prasar Bharati's MoU with BISAG-N. Akashvani and Doordarshan networks carry educational, agricultural, cultural and public-awareness programming. They also serve as a reliable medium for emergency communication during disasters. DD and Akashvani channels are also available on the WAVES OTT platform.

CONSTRAINTS IN COAL TRANSPORTATION AND SUPPLY

577. SHRI SURESH KUMAR SHETKAR:

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

(a) whether logistics constraints in coal transportation are affecting supply and if so, the details thereof and if not, the reasons therefor along with the steps taken by the Government to improve coal movement;

(b) whether price fluctuations in international coal markets led to reduced imports and if so, the details thereof and if not, the reasons therefor along with the mitigation measures adopted;

(c) whether the Government has issued directives to blend imported coal with domestic coal and if so, the details thereof and if not, the reasons

therefor along with compliance status across States;

(d) whether power tariffs have been impacted due to coal supply changes and if so, the details thereof and if not, the reasons therefor along with steps taken by the Government to protect consumers; and

(e) whether renewable energy is being promoted as alternative to coal-based generation and if so, the details of capacity addition thereof and if not, the reasons therefor along with the steps taken for transition?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): Logistics constraint in coal transportation does affect coal movement in certain coalfields, particularly in respect of rail evacuation capacity, rake availability and connectivity. Key constraints include limited availability of railway rakes, capacity saturation on certain rail corridors, higher wagon turnaround time, shortage of high-capacity wagons and delays in development of rail infrastructure. In some projects, local issues, monsoon disruptions and lack of dedicated rail connectivity also affect evacuation.

To improve coal movement, the Ministry of Coal has requested the Ministry of Railways for development of 33 critical railway projects for augmentation of rail evacuation capacity. Through the coal PSUs, expansion of First Mile Connectivity (FMC) infrastructure has been undertaken. Promotion of multimodal transportation through rail, coastal shipping and inland waterways

has also been undertaken.

(b): Government has taken policy initiatives as under to encourage use of domestically produced coal and to reduce coal import dependency:

i. The Annual Contracted Quantity (ACQ) has been increased to 100% of the normative requirement, in cases where ACQ was either reduced to 90% of the normative requirement (non-coastal power plants) or where it was reduced to 70% of the normative requirement (coastal power plants).

ii. Vide amendment to the Non-Regulated Sector (NRS) linkage auction policy introduced in 2020, the tenure of coking coal linkages in the NRS linkage auction has been revised for a period up to 30 years.

iii. Government has decided in 2022 that coal shall be made available by coal companies so as to meet the full Power Purchase Agreement (PPA) requirement of all the existing coal linkage holders of Power Sector irrespective of the trigger level and ACQ levels.

iv. A new sub-sector 'Steel using Coking coal through WDO route' has been created in March, 2024 under the NRS linkage auctions.

v. Coking Coal Mission has been launched to enhance coking coal supply to the Steel Sector to reduce imports of coking coal.

vi. Imported Coal Based (ICB) Plants have been allowed to secure coal under the Revised SHAKTI Policy, 2025.

vii. Existing Fuel Supply Agreement (FSA) holders have been allowed to

secure coal under the Revised SHAKTI Policy, 2025 after procuring 100% of the ACQ coal under existing FSA.

viii. To increase availability of washed coal, a new window by name of CoalSETU window has been created under the Non- Regulated Sector linkage auctions.

(c): Import of coal is under Open General License (OGL) and power plants are free to import coal to meet their coal requirements. With improved domestic coal availability, the Ministry of Power discontinued its advisory for blending imported coal beyond October 15, 2024.

(d): The energy charge rate (ECR) of the thermal power plant depends primarily on coal price and the associated transportation cost from coal mine to power plant. Government has taken the following steps to reduce power tariff:

i. The Government, on 04.05.2016, approved the proposal for allowing flexibility in utilization of domestic coal amongst power generating stations to reduce the cost of power generation.

ii. Ministry of Coal from time to time rationalizes coal linkages of power plants to reduce the landed cost of coal at power plants.

(e): India has achieved 50% of its installed electricity generation capacity from non-fossil fuel sources in the year 2025 itself—five years ahead of the target. As on 30.06.2026, non-fossil fuel installed capacity is 297.37 GW.

Further, the details of All India RE Capacity addition (including Large Hydro) of last three years and current year (up to June-2026) is as under:

Period	All India Renewable Energy Capacity addition (including Large Hydro) in MW
2023-24	18,545
2024-25	29,524
2025-26	54,525
2026-27(upto June-26)	13,901

हिसार में रेल संपर्क

578. श्री जय प्रकाश:

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

(क) क्या सरकार हरियाणा के हिसार लोक सभा निर्वाचन क्षेत्र से देश के पूर्वी और उत्तर-पूर्वी हिस्सों के लिए सीधे रेल संपर्क की आवश्यकता से अवगत है;

(ख) क्या सरकार को ट्रेन संख्या 12259/12260 बीकानेर-सियालदह दुरंतो एक्सप्रेस को हिसार होते हुए नई दिल्ली तक चलाने और ट्रेन संख्या 12801/12802 पुरुषोत्तम एक्सप्रेस का हिसार तक विस्तार करने के लिए कोई प्रस्ताव प्राप्त हुआ है;

(ग) यदि हाँ, तो उक्त प्रस्ताव की वर्तमान स्थिति क्या है और इसके व्यवहार्यता मूल्यांकन का ब्यौरा क्या है और इस संबंध में रेल मंत्रालय द्वारा क्या कार्रवाई की गई है;

(घ) क्या सरकार का अंतरिम व्यवस्था के रूप में पुरुषोत्तम एक्सप्रेस को भिवानी तक चलाने का प्रस्ताव है; और

(ङ.) यदि हाँ, तो इसके कब तक किए जाने की संभावना है और इससे हिसार लोक सभा क्षेत्र के यात्रियों को क्या लाभ मिलने की संभावना है?

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

(क) से (ङ): वर्तमान में, हिसार, 14619/20 अगरतला - कैंट. - फिरोजपुर एक्सप्रेस और 12555/12556 बठिण्डा - गोरखपुर एक्सप्रेस की सेवाओं द्वारा देश के पूर्वी और पूर्वोत्तर क्षेत्रों में स्थित अगरतला, बदरपुर, न्यू हाफलोंग, लामडिंग, गुवाहाटी, गोवालपाड़ा टाउन, न्यू बंगाईगांव, न्यू जलपाईगुड़ी, बरौनी, पटना, गोरखपुर जैसे विभिन्न महत्वपूर्ण गंतव्यों से सीधे जुड़ा हुआ है।

इसके अलावा, वर्तमान में, हिसार, निम्नानुसार 74 रेलगाड़ी सेवाओं द्वारा सेवित होता हैः-

क्र.सं.	रेलगाड़ी का नाम और संख्या
1.	12239 मुंबई सेंट्रल - हिसार दुरंतो एक्सप्रेस
2.	12240 हिसार - मुंबई सेंट्रल दुरंतो एक्सप्रेस
3.	12555 गोरखपुर -बठिण्डा एक्सप्रेस
4.	12556 बठिण्डा - गोरखपुर एक्सप्रेस
5.	14029 श्रीगंगानगर - दिल्ली एक्सप्रेस
6.	14030 मेरठ कैंट - श्रीगंगानगर एक्सप्रेस
7.	14619 अगरतला – फिरोजपुर कैंट एक्सप्रेस
8.	14620 फिरोजपुर कैंट - अगरतला एक्सप्रेस
9.	14653 हिसार - अमृतसर एक्सप्रेस
10.	14654 अमृतसर - हिसार एक्सप्रेस
11.	14715 हिसार - जयपुर एक्सप्रेस

12.	14716 जयपुर - हिसार एक्सप्रेस
13.	14717 बीकानेर - हरिद्वार एक्सप्रेस
14.	14718 हरिद्वार - बीकानेर एक्सप्रेस
15.	14729 रेवाड़ी - फाज़िल्का एक्सप्रेस
16.	14730 फाज़िल्का - रेवाड़ी एक्सप्रेस
17.	14731 दिल्ली - बठिण्डा एक्सप्रेस
18.	14732 बठिण्डा - दिल्ली एक्सप्रेस
19.	14733 बठिण्डा - जयपुर एक्सप्रेस
20.	14734 जयपुर - बठिण्डा एक्सप्रेस
21.	14891 जोधपुर - हिसार एक्सप्रेस
22.	14892 हिसार - जोधपुर एक्सप्रेस
23.	14897 बीकानेर - हिसार एक्सप्रेस
24.	14898 हिसार - बीकानेर एक्सप्रेस
25.	14085 तिलक ब्रिज - सिरसा एक्सप्रेस
26.	15308 सिरसा - तिलक ब्रिज एक्सप्रेस
27.	17019 हिसार - हैदराबाद एक्सप्रेस
28.	17020 हैदराबाद - हिसार एक्सप्रेस
29.	17295 काकिनाडा टाउन – हिसार एक्सप्रेस
30.	17296 हिसार – काकिनाडा टाउन एक्सप्रेस
31.	19027 बांद्रा (टी.) - जम्मू तवी एक्सप्रेस
32.	19028 जम्मू तवी - बांद्रा (टी.) एक्सप्रेस
33.	19271 भावनगर (टी.) - हरिद्वार एक्सप्रेस

34.	19272 हरिद्वार – भावनगर (टी.) एक्सप्रेस
35.	19415 साबरमती – श्री माता वैष्णो देवी कटड़ा एक्सप्रेस
36.	19416 श्री माता वैष्णो देवी कटड़ा - साबरमती एक्सप्रेस
37.	19611 अजमेर - अमृतसर एक्सप्रेस
38.	19612 अमृतसर - अजमेर एक्सप्रेस
39.	19613 अजमेर - अमृतसर एक्सप्रेस
40.	19614 अमृतसर - अजमेर एक्सप्रेस
41.	19807 कोटा - सिरसा एक्सप्रेस
42.	19808 सिरसा - कोटा एक्सप्रेस
43.	19813 कोटा - सिरसा एक्सप्रेस
44.	19814 सिरसा - कोटा एक्सप्रेस
45.	20957 इंदौर - हिसार एक्सप्रेस
46.	20958 हिसार - इंदौर एक्सप्रेस
47.	22475 हिसार - कोयम्बतूर एक्सप्रेस
48.	22476 कोयम्बतूर - हिसार एक्सप्रेस
49.	22737 सिकंदराबाद - हिसार एक्सप्रेस
50.	22738 हिसार - सिकंदराबाद एक्सप्रेस
51.	22915 बांद्रा (टी.) - हिसार एक्सप्रेस
52.	22916 हिसार - बांद्रा (टी.) एक्सप्रेस
53.	54043 जींद - हिसार पैसेंजर
54.	54044 हिसार - जींद पैसेंजर
55.	54309 दिल्ली - हिसार पैसेंजर

56.	54310 हिसार - दिल्ली पैसेंजर
57.	54315 रेवाड़ी - हिसार पैसेंजर
58.	54316 हिसार - रेवाड़ी पैसेंजर
59.	54423 नई दिल्ली - हिसार पैसेंजर
60.	54424 हिसार - नई दिल्ली पैसेंजर
61.	54603 हिसार - लुधियाना पैसेंजर
62.	54604 लुधियाना - चूरू पैसेंजर
63.	54605 चूरू - लुधियाना पैसेंजर
64.	54606 लुधियाना - हिसार पैसेंजर
65.	54631 भिवानी - धूरी पैसेंजर
66.	54632 धूरी - सिरसा पैसेंजर
67.	54633 सिरसा - लुधियाना पैसेंजर
68.	54634 लुधियाना - भिवानी पैसेंजर
69.	54635 हिसार - लुधियाना पैसेंजर
70.	54636 लुधियाना - हिसार पैसेंजर
71.	54781 बठिण्डा - रेवाड़ी पैसेंजर
72.	54782 रेवाड़ी - बठिण्डा पैसेंजर
73.	59631 हिसार - रेवाड़ी पैसेंजर
74.	59632 रेवाड़ी - हिसार पैसेंजर

इसके अतिरिक्त, रेलगाड़ी सेवाओं का विस्तार भारतीय रेल में एक निरंतर चलने वाली प्रक्रिया है, जो निम्नलिखित विभिन्न कारकों पर निर्भर करती है:

• उस खंड की क्षमता

• मार्ग की उपलब्धता

• अपेक्षित चल स्टॉक की उपलब्धता

• चल स्टॉक के लिए समान अवसंरचना की उपलब्धता

• रेलपथों और अन्य परिसंपत्तियों की रखरखाव आवश्यकता

• उस रेलखंड का अधिभोग एवं यातायात आवश्यकता

रेलगाड़ी सेवाओं के ठहराव के लिए अन्य बातों के साथ-साथ संसद सदस्यों, निर्वाचित प्रतिनिधियों, विभिन्न स्तरों पर संगठनों/रेल उपयोगकर्ताओं आदि, जिनमें रेलवे बोर्ड, क्षेत्रीय रेलें, मंडल कार्यालय आदि शामिल हैं, से औपचारिक और अनौपचारिक दोनों प्रकार से प्रस्ताव/अनुरोध/सुझाव/अभ्यावेदन प्राप्त होते हैं। चूंकि ऐसे प्रस्ताव/अनुरोध/सुझाव प्राप्त होना एक सतत् और गतिशील प्रक्रिया है, इसलिए ऐसे अनुरोधों का केन्द्रीकृत सार-संग्रह नहीं रखा जाता है। बहरहाल, इनकी जांच की जाती है और समय-समय पर यथा व्यवहार्य और औचित्यपूर्ण पाए जाने पर कार्रवाई की जाती है, जो निरंतर चलने वाली प्रक्रिया है।

ROBS AND RUBS IN HAZARIBAGH

579. SHRI MANISH JAISWAL:

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

(a) the details of Railway Over Bridges (ROBs) and Railway Under Bridges (RUBs) sanctioned, under construction and completed in the Hazaribagh Lok Sabha Constituency during the last five years, year and project-wise; and

(b) the expected time of completion of the pending projects?

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

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

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

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (504 Nos. in the State of Jharkhand)

As on 01.04.2026, Indian Railways has 15,689 Nos. of Manned Level Crossings (MLCs) on Broad Gauge (BG). Of these, 298 Nos. MLCs are situated in the State of Jharkhand, including 17 Nos. MLCs falling within the Hazaribagh Lok Sabha Constituency.

As on 01.06.2026, 4,993 Nos. ROB/ RUB works are sanctioned on Indian Railways at an approximate cost of ₹ 1,17,492 Cr. Of these, 147 Nos.

ROB/RUB works at an approximate cost of ₹ 2,964 Cr are in the State of Jharkhand including 14 Nos. of ROB/RUB works in Hazaribagh Lok Sabha Constituency which are at various stages of planning and execution. The details are as below:

S.No.	LC Details	ROB/RUB	Cost of work (₹ in Cr approx.)	Remarks
1	LC No. 26/Spl/T at km 80/1-2 on Chainpur-Karmahat	ROB	87	Land Acquisition has been taken up.
2	LC No 1/C/E at starting of siding on Dugda-Chandrapura and West Bokaro Siding section	RUB	5	Site feasibility examination taken up for preparation of GAD.
3	LC No. 39/Spl/T at km 120/3-4 on Bhurkunda-Patratu	ROB	38	Construction work has been taken up.
4	LC No. 30/C/E at Km 87/10-11 on Gomoh-	RUB	4	Site feasibility examination taken up

	Barkakana section			for preparation of GAD.
5	LC No.2/B/T at Km 0/15-1/1 on Patratu-Damodar	RUB	4	GAD work has been taken up.
6	Non LC location at km 103/7-9 near Barkakana yard	RUB	9	Railway portion has been completed. Approach work has been taken up.
7	LC No. 38/1/C/E on Gomoh-Barkakana section	RUB	4	Site feasibility examination taken up for preparation of GAD.
8	Non LC location at km 101/15-15A near Barkakana yard	RUB	11	The work of Detailed Estimate has been taken up.
9	Non LC location at km 94/9-11 on Ranchi road - Arigada section	RUB	5	The works of GAD and Detailed Estimate have been taken up.
10	LC No. 1/C/E on Gomoh-Patratu section	RUB	4	Site feasibility examination taken up for preparation of GAD.

11	LC No. 21 at km 383/16-17 on Muri - Barkakana section	ROB	35	Combined GAD has been approved. Tender has been awarded.
12	LC No.37/1/A/T at Km 113/9-10 on Barkakana-Garhwa road section	RUB	4	Site feasibility examination taken up for preparation of GAD.
13	LC No. 31 at Km 396/13-14 on Muri - Barkakana section	RUB	15	The works of GAD and Detailed estimate have been taken up.
14	Bhurkunda siding on Gomoh-Barkakana section	RUB	4	Site feasibility examination taken up for preparation of GAD.

Completion and commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect

the completion time of the projects / works.

सौर ऊर्जा को बढ़ावा देने के लिए राजसहायता

580. श्री रामवीर सिंह बिधूड़ी:

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

(क) सरकार द्वारा नई दिल्ली में सौर ऊर्जा को बढ़ावा देने के लिए प्रदान की जा रही राजसहायता की राशि कितनी है;

(ख) पिछले तीन वर्षों के दौरान प्रधानमंत्री-सूर्य घर मुफ्त बिजली योजना (पीएम-एसजीएमबीवाई) के अंतर्गत प्रदान की गई कुल राजसहायता का ब्यौरा क्या है; और

(ग) उक्त योजना के अंतर्गत सौर ऊर्जा कनेक्शन प्राप्त करने वाले बड़े उपभोक्ताओं की संख्या कितनी है और इसके अंतर्गत बिजली की कितनी बचत हासिल की गई है?

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

(क) से (ग): नवीन और नवीकरणीय ऊर्जा मंत्रालय (एमएनआरई) फरवरी 2024 से पीएम सूर्य घर: मुफ़्त बिजली योजना (पीएमएसजी: एमबीवाई) को क्रियान्वित कर रहा है, जिसका लक्ष्य वित्त वर्ष 2026-27 तक देश भर में एक करोड़ आवासीय घरों में रूफटॉप सौर (RTS) प्रणाली स्थापित करना है, जिसमें कुल वित्तीय परिव्यय 75021 करोड़ रुपये है।

PMSG: MBY एक मांग-संचालित योजना है जिसमें देश में सभी आवासीय उपभोक्ता, जिनके पास स्थानीय डिस्कॉम के साथ ग्रिड कनेक्टेड बिजली कनेक्शन है, वे योजना के राष्ट्रीय पोर्टल (www.pmsuryaghar.gov.in) पर आवेदन करके RTS प्रणाली की स्थापना के लिए योजना का लाभ उठा सकते हैं।

पीएम सूर्य घर मुफ्त् बिजली योजना (PMSG: MBY) के तहत दिल्ली के आवासीय क्षेत्र में

रूफटॉप सोलर (RTS) संयंत्रों की स्थापना के लिए उपलब्ध केंद्रीय वित्तीय सहायता (CFA) निम्नानुसार है:

- व्यक्तिगत परिवारों के लिए, पहले 2 KWP के लिए सीएफए 30,000 रुपये प्रति KWP और इसके बाद एक अतिरिक्त KWP के लिए 18,000 रुपये प्रति KWP है। सब्सिडी व्यक्तिगत परिवार के लिए 3 kWp रूफटॉप सौर संयंत्र क्षमता तक सीमित है।
- ग्रुप हाउसिंग सोसायटियों/आवासीय कल्याण समितियों (GHS/RWA) के लिए, सीएफए 18,000 रुपये प्रति KWP है और रूफटॉप सौर संयंत्र क्षमता सीमा 500 KWP है।

पिछले तीन वर्षों के दौरान, फरवरी 2024 में PMSG: MBY की शुभारंभ से लेकर दिनांक 20.7.2026 तक देश में कुल 39,38,805 RTS संयंत्र स्थापित किए गए हैं, जिससे 47,47,341 परिवार लाभान्वित हुए है और देश में योजना के तहत कुल 27,323.55 करोड़ रुपये की राशि CFA के रूप में जारी की गई है।

तथापि, इस योजना के तहत RTS स्थापित करने वाले उपभोक्ताओं के बिजली बिलों में काफी कमी आई है, 18.93 लाख से अधिक घरों का उनकी बिजली खपत के अनुसार कुछ महीनों के लिए बिजली का बिल शून्य भी रहा है।

बीसीसीएल केंद्रीय अस्पताल का उन्नयन

581. श्री दुलू महतो:

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

(क) क्या सरकार को इस आशय की कोई रिपोर्ट प्राप्त हुई है कि धनबाद स्थित भारत कोकिंग कोल लिमिटेड (बीसीसीएल) का केंद्रीय अस्पताल एकमात्र रेफरल केंद्र होने के कारण मरीजों को निजी कॉर्पोरेट अस्पतालों में प्रति मरीज 10 से 50 लाख रुपये का वित्तीय बोझ उठाना पड़ रहा है और

यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या कोल इंडिया की स्वास्थ्य अवसंरचना नीति के अंतर्गत इस अस्पताल को अत्याधुनिक तृतीयक देखभाल विशेषज्ञों से सुसज्जित कर इसे पुनः एक सुपर स्पेशलिटी हब के रूप में उन्नत करने की कोई समयबद्ध कार्ययोजना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या खननजनित गैस और धूल प्रदूषण से प्रभावित धनबाद के प्रधानमंत्री जन आरोग्य योजना (पीएम-जय) के लाभार्थियों के लिए बीसीसीएल के कॉर्पोरेट सामाजिक उत्तरदायित्व (सीएसआर) कोष के माध्यम से बिना किसी लाभ-हानि के आधार पर रियायती उपचार सुनिश्चित किए जाने की संभावना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) सरकार द्वारा बीसीसीएल के क्षेत्रीय अस्पतालों में अवसंरचनात्मक कमियों को दूर करने, पूंजीगत व्यय में वृद्धि करने और बिना चिकित्सा सुविधा बाले खनन समूहों में नए प्राथमिक स्वास्थ्य केंद्र स्थापित करने के लिए क्या नीतिगत पहल की जा रही है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) : धनबाद स्थित भारत कोकिंग कोल लिमिटेड (बीसीसीएल) केन्द्रीय अस्पताल का एकमात्र रेफरल केन्द्र होने के कारण निजी अस्पतालों में रोगियों द्वारा वहन किए जाने वाले वित्तीय बोझ के संबंध में सरकार को कोई रिपोर्ट प्राप्त नहीं हुई है। बीसीसीएल सेंट्रल हॉस्पिटल मल्टी-स्पेशलिटी हेल्थकेयर सेवाएं प्रदान करता है। तथापि, कार्डियोलॉजी, न्यूरोलॉजी, ऑन्कोलॉजी, गैस्ट्रोएंटरोलॉजी और एंडोक्राइनोलॉजी जैसे सुपर- स्पेशलिटी उपचार की आवश्यकता वाले रोगियों को देश भर में सीआईएल-पैनल में शामिल अस्पतालों में रेफर किया जाता है और उनका व्यय कंपनी द्वारा लागू स्कीम के अनुसार वहन किया जा रहा है।

(ख) : धनबाद स्थित केन्द्रीय अस्पताल सुपर स्पेशलिटी अस्पताल नहीं है। हालांकि, यह अस्पताल मूल चिकित्सा सुविधाएं प्रदान करता है।

(ग) : धूल प्रदूषण और खान से उत्पन्न गैस से प्रभावित खनन प्रचालन के कमान क्षेत्र के लोग निशुल्क/सब्सिडी प्राप्त चिकित्सा सुविधाएं प्रदान कर रहे हैं। इस स्तर पर, कॉर्पोरेट सामाजिक उत्तरदायित्व (सीएसआर) फंड को प्रधानमंत्री-जन आरोग्य योजना (पीएम-जेएवाई) में शामिल करने की कोई स्कीम नहीं है। इसके अलावा, ये चिकित्सा सुविधाएं केन्द्रीय सरकार स्वास्थ्य योजना (सीजीएचएस) की दरों से कम पर प्रदान की जा रही हैं।

(घ) : कोयला खनन समूहों में सरकार चिकित्सा अवसंरचना उपलब्ध कराने के लिए समय-समय पर नीतिगत पहल करती है। तथापि, सार्वजनिक क्षेत्र के कोयला उपक्रम (पीएसयू) अपने कमान क्षेत्र में चिकित्सा सुविधाएं प्रदान करते हैं। इसके अतिरिक्त, बीसीसीएल में क्षेत्रीय अस्पतालों और औषधालयों का चिकित्सा उपकरणों, एम्बुलेंसों, जीवन रक्षक औषधियों सहित आवश्यक औषधियों आदि के साथ उन्नयन किया जा रहा है। इसके अलावा, भारत सरकार द्वारा स्थापित मानदंडों और उद्देश्यों का अनुपालन करते हुए अपेक्षित चिकित्सा सुविधाएं प्रदान करने के लिए विशेषज्ञों, स्टाफ नर्सों और पैरामेडिकल स्टाफ सहित डाक्टरों को तैनात किया गया है। इसके अलावा, बीसीसीएल के क्षेत्रीय अस्पतालों के माध्यम से धनबाद में स्वास्थ्य सुविधाएं देना सुनिश्चित करने के लिए विभिन्न क्षेत्रीय अस्पतालों में इलेक्ट्रोकार्डियोग्राम (ईसीजी) मशीनों, सेमी-ऑटोमैटिक ब्लड एनालाइजर का उपयोग किया जा रहा है।

निजी ऑपरेटरों द्वारा भारतनेट फाइबर का दुरूपयोग

582. श्री देवेश शाक्य:

सुश्री इकरा चौधरी:

श्री लालजी वर्मा:

श्री नीरज मौर्य:

श्री हरेन्द्र सिंह मलिक:

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

(क) क्या सरकार ने उन मीडिया रिपोर्टों का संज्ञान लिया है जिनमें निजी डेटा ऑपरेटरों द्वारा भारतनेट फाइबर के अनधिकृत उपयोग का आरोप लगाया गया है जिसके परिणामस्वरूप ग्रामीण आबादी इसके लाभों से वंचित हो रही है;

(ख) क्या अवसंरचना के प्रभावी ढंग से संचालन और अनुरक्षण क्षमता को पूरा करने के लिए भारतनेट उद्यमी मॉडल के अंतर्गत स्थानीय उद्यमियों को प्रदान किया जाने वाला कमीशन और तकनीकी सहायता अपर्याप्त है;

(ग) क्या सरकार द्वारा ग्रामीण उत्तर प्रदेश में सरकारी स्कूलों और स्वास्थ्य केंद्रों में भारतनेट के माध्यम से 5जी एकीकरण की योजनाएं केवल शहरी क्षेत्रों तक ही सीमित रह गई है; और

(घ) क्या सरकार का अगले 36 महीनों के भीतर 100 प्रतिशत सक्रिय ब्रॉडबैंड कनेक्टिविटी सुनिश्चित करने के लिए ग्राम सभा स्तर पर एक डिजिटल ऑडिट और सार्वजनिक जवाबदेही प्रणाली स्थापित करने का विचार है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) संशोधित भारतनेट परियोजना (एबीपी) के अंतर्गत, ऑप्टिकल फाइबर नेटवर्क की रीयल टाइम निगरानी के लिए रिमोर्ट फाइबर मॉनिटरिंग सिस्टम (आरएफएमएस) कार्यान्वित किया गया है ताकि भारतनेट फाइबर के अनधिकृत उपयोग को रोका जा सके।

(ख) भारतनेट उद्यमी (बीएनयू) मॉडल के अंतर्गत, ग्राम पंचायत से घरों तक लास्ट माइल कनेक्टिविटी प्रदान करने और उनके अनुरक्षण के लिए स्थानीय उद्यमियों को प्रोत्साहित करने हेतु एक उपयुक्त राजस्व साझेदारी व्यवस्था शामिल किया गया है। इसके अलावा, भारत संचार निगम लिमिटेड (बीएसएनएल) ने ग्राहकों को सेवा प्रदान करने के लिए बीएनयू को उनकी सभी आवश्यकताओं हेतु पूर्ण रूप से एंड टू एंड डिजिटल प्लेटफॉर्म प्रदान किया है।

(ग) संशोधित भारतनेट परियोजना के अंतर्गत, सभी राज्यों/संघ राज्य क्षेत्रों (उत्तर प्रदेश सहित) के ग्रामीण क्षेत्रों में 1.5 करोड़ फाइबर टू द होम (एफटीटीएच) कनेक्शनों का प्रावधान किया गया है, जिसमें सरकारी विद्यालयों और स्वास्थ्य केंद्रों को कवर करने की प्राथमिकता दी गई है।

(घ) संशोधित भारतनेट परियोजना के अंतर्गत, ग्राम सभा स्तर पर ऐसे किसी व्यवस्था का प्रावधान नहीं है।

BENGALURU SUBURBAN RAIL PROJECT

583. SHRI P C MOHAN:

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

(a) the details of the reasons for the delay in the Bengaluru Suburban Rail Project (BSRP) which was originally targeted for completion by October 2026 including the status of land acquisition and transfer by the Government of Karnataka for each of the four corridors;

(b) whether the absence of a full-time Managing Director at K-RIDE (Rail Infrastructure Development Company (Karnataka) Limited) has affected the pace of implementation and if so, the steps being taken to address this;

(c) the corridor-wise revised timeline for completion particularly for Corridor-2 (Baiyyappanahalli–Chikkabanawara) which serves a large commuter population in Bengaluru Central including the Cantonment and Yeshwantpur stretch; and

(d) whether the Government proposes to expedite Central coordination with the State Government to ensure time-bound completion for the benefit of

Bengaluru's commuters and if so, the details thereof?

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

(a) to (d): Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE), a Company controlled by State Government of Karnataka (51% equity) is executing the Bengaluru Suburban Transport Project (BSTP). BSTP (148.17 Km) has been sanctioned at a cost of ₹ 15,767 Cr. with 20% funding each by Government of India and Government of Karnataka and 60% through debt.

There are four Corridors in BSTP. The status of these corridors is as under:

Corridor-1 (Sampige): KSR Bengaluru City – Devanahalli (41.4 Km.)

Alignment plans have been approved. Land acquisition has been taken up by State Government. Shifting of SandT and electrical utilities has also been taken up.

Corridor-2 (Mallige): Baiyyapanahalli – Chikkabanawara (25.01 Km.)

The entire land acquisition has been completed. For station buildings, separate contracts have been awarded and work is in progress. For other works, tender has been awarded and work is in progress.

Corridor-3 (Parijaata): Kengeri – Whitefield (35.52 Km.)

Alignment plans have been approved. Land acquisition has been taken up by State Government. Shifting of SandT and electrical utilities has also been

taken up.

Corridor-4 (Kanaka): Heelalige – Rajankunte (46.25 Km.)

The land acquisition has been taken up. So far 43 acre land out of 57 acre land has been acquired. For station buildings, separate contracts have been awarded and work is in progress.

The project has been affected due to non-acquisition of private land and transfer of State Government's land by the Government of Karnataka. The progress of the project was also affected due to absence of a full-time Managing Director. Now, a full-time Managing Director has been appointed in K-RIDE.

Regular coordination meetings of K-RIDE, State Government and Railway are being held to resolve issues.

Karnataka:

Railway Budget:-

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

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

Track Construction:

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

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

Projects sanctioned:-

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

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

Recently Completed Projects:-

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

Karnataka are as under:

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

Ongoing Projects:-

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

S No.	Project	Cost (₹ in Crores)
1	Munirabad-Mahabubnagar new line (247 Km.)	3,978
2	Kadur–Chickmagalur - Sakleshpur new line (68 Km.)	908
3	Rayadurg - Tumkur via Kalyandurg new line (207 Km.)	4,565
4	Bagalkot - Kudachi new line (142 Km.)	1,694
5	Tumkur–Chitradurg - Devangere new line (182 Km.)	2,142
6	Marikuppam - Kuppam new line (24 Km.)	518
7	Gadag - Wadi new line (257 Km.)	3,668
8	Shimoga–Shikaripura - Ranebennur new line (96 Km.)	994
9	Hassan - Belur(umbrella work) new line (32 Km.)	749
10	Dharwad to Belgaum via Kitturnew line (73 Km.)	927
11	Hospet - Hubli - Londa - Tinaighat - Vasco - de - Gama doubling (312 Km.)	4,730
12	Baiyyapanahalli toHosur doubling (48 Km.)	1,160
13	Yeshwanthpur toChannasandra doubling (22 Km.)	684
14	Ballari-Chikjajur doubling (185 Km.)	3,342
15	Secunderabad (Sanathnagar) - Wadi 3rd and 4th line (173	5,012

	Km.)	
16	Bellary - Hosapete 3rd and 4th line (65 Km.)	2,372
17	Guntakal – Wadi 3rd and 4th line (230 Km.)	4,758

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

S No.	Project	Total Land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1	Shimoga – Rannebennur new line (96 km)	559	283	276
2	Belgaum–Dharwad new line (73 km)	581	0	581
3	Shimoga–Harihar new line (79 km)	488	0	488
4	Whitefield - Kolar new line (53 km)	337	0	337
5	Hassan-Belur new line (32 km)	206	0	206

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

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

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

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.

ACADEMIC AND INDUSTRY PARTNERSHIPS ESTABLISHED BY DATA AND AI LABS

584. SHRI G LAKSHMINARAYANA:

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

(a) the number of Data and AI Labs operational under the IndiaAI Mission and the funds released and utilised therefor, State-wise;

(b) the number of research projects, patents, AI applications and start-ups

supported through such labs, State-wise;

(c) the number of academic and industry partnerships established by these labs, State-wise;

(d) the number of students, researchers and professionals trained through these labs and the details of courses or certification programmes offered; and

(e) whether any proposal for establishment of a Data and AI Lab in Andhra Pradesh is under consideration and if so, the details and its present status 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): **IndiaAI Mission:**

India's AI policy is based on Prime Minister Narendra Modi's vision of democratizing technology. It is aimed at creating economic opportunities and employment for youth, while addressing risks associated with it.

India's AI strategy builds on India's vibrant IT sector with annual revenue of 300 billion dollars and 60 Lakh strong workforce. India AI Mission supports India's AI ambitions under seven pillars including development of AI models, applications, datasets, talent development and affordable compute.

AI models:

The Government of India is supporting Indian startups and institutions to

develop large language models.

20 indigenous sovereign model proposals have been identified for support, comprising 12 LLMs and 8 SLMs. Notable successes so far include:

- Sarvam AI's Sarvam 30 billion parameter and 105 billion parameter models
- Gnani.AI's speech-to-speech model
- BharatGen's multilingual foundation models
- Avataar AI's video generation model

Domain-specific SLMs, include specialized models and AI frameworks addressing healthcare, language technologies and agentic AI systems are at various stages of development and deployment.

Affordable compute:

- Compute service providers empanelled: 15
- Number of projects supported: 237
- GPU hours sanctioned: 93.18 lakh GPU hours

Application Development:

- 12 National-level Hackathons/Innovation Challenges launched.
- Supported the development of 62 AI prototypes and 20 AI solutions deployment

Talent development:

- 686 fellowships have been awarded across undergraduate,

postgraduate and doctoral programmes in 178 institutions.

- YUVA AI for All programme has been completed by over 26.5 lakh individuals.

IndiaAI Data and AI Labs

Under the IndiaAI FutureSkills pillar these are being established to create AI-ready talent by providing hands-on training in Artificial Intelligence, Data Science and related emerging technologies, particularly in Tier-2 and Tier-3 cities. The primary objective of these Data and AI Labs is capacity building and skill development. Accordingly, the labs are focusing on training and certification activities.

- The 27 IndiaAI Data and AI Labs established at NIELIT Centres are operational, and the State-wise details are placed at **STATEMENT**-I. An amount of ₹8.29 crore has been released for the establishment of these labs and for conducting training and assessment activities.
- The courses currently offered in these labs include Fundamentals of Data Annotation using Python, Fundamentals of Data Curation using Python, and other foundational AI modules aimed at enhancing learners' employability and industry readiness. As of date, 5,544 candidates have been enrolled, 3,161 candidates have been trained, and 1,249 candidates have been certified under these labs.
- Further, an amount of Rs.9.58 Cr. has been released for the establishment of 188 IndiaAI Data and AI Labs in ITIs and Polytechnics.

These institutions are currently undertaking procurement and infrastructure development activities and are yet to become operational.

- With regard to Andhra Pradesh, 21 ITIs and 7 Polytechnic institutions have been selected for establishment of IndiaAI Data and AI Labs. An amount of Rs. 1.07 Cr. has been released to the selected ITIs, and the institutions are currently undertaking procurement and infrastructure setup activities. The details of these ITI institutions are placed at **STATEMENT**-II.

STATEMENT - I

State-wise details of operational IndiaAI Data and AI labs:

S.No.	State	Number of operational labs
1.	Arunachal Pradesh	1
2.	Assam	3
3.	Bihar	3
4.	Haryana	1
5.	Himachal Pradesh	1
6.	Jammu and Kashmir	2
7.	Jharkhand	1

8.	Kerala	1
9.	Ladakh	1
10.	Maharashtra	1
11.	Manipur	1
12.	Meghalaya	1
13.	Mizoram	1
14.	Nagaland	1
15.	Odisha	1
16.	Punjab	1
17.	Rajasthan	1
18.	Sikkim	1
19.	Tripura	1
20.	Uttar Pradesh	2
21.	Uttarakhand	1
	TOTAL	27

STATEMENT - II

Details of IndiaAI Data and AI labs in Andhra Pradesh:

S.No.	State	Name of the Govt. ITI
1.	Andhra Pradesh	Govt.ITI, Dhone
2.	Andhra Pradesh	Govt. ITI (Girls), Nellore

3.	Andhra Pradesh	Govt.ITI(New), Gajuwaka, Vishakhapatnam
4.	Andhra Pradesh	Government ITI Vijayawada
5.	Andhra Pradesh	Govt.ITI,Tirupati
6.	Andhra Pradesh	Government ITI, Kakinada
7.	Andhra Pradesh	Govt. ITI, IE, Eluru
8.	Andhra Pradesh	Govt ITI Rajamahendravaram
9.	Andhra Pradesh	Govt.R.ITI (Girls)Kadapa
10.	Andhra Pradesh	GOVT. ITI (GIRLS), VISAKHAPATNAM
11.	Andhra Pradesh	GOVT. DLTC/ITI, GUNTUR
12.	Andhra Pradesh	GOVT. ITI (GIRLS), KURNOOL
13.	Andhra Pradesh	GOVT. ITI (BOYS), NELLORE
14.	Andhra Pradesh	GOVT. ITI (BOYS), ONGOLE
15.	Andhra Pradesh	GOVT. DLTC/ITI, KADAPA
16.	Andhra Pradesh	GOVT. ITI, CHITTOOR
17.	Andhra Pradesh	GOVT. ITI (BOYS), ANANTAPUR
18.	Andhra Pradesh	GOVT. ITI (GIRLS), VIZIANAGARAM
19.	Andhra Pradesh	GOVT. ITI, TENALI
20.	Andhra Pradesh	GOVT. DLTC/ITI, SRIKAKULAM
21.	Andhra Pradesh	GOVT. ITI (GIRLS), BHIMAVARAM

FUND UTILISATION RATE OF PM-DEVINE IN THE NORTHEASTERN STATES

585. SHRI GAURAV GOGOI:

Will the Minister of **DEVELOPMENT OF NORTH EASTERN REGION** be pleased to state:

(a) the details of fund utilisation rate under PM-DevINE as of 31 March, 2026 specifically the amount sanctioned, released and actually spent in each Northeastern State, State and scheme-wise;

(b) whether thirty four percent utilisation rate reported in Meghalaya and Nagaland and if so, the reasons therefor along with the corrective steps taken by the Government to address this underperformance, if any;

(c) the details of the current implementation status and revised completion timeline for the Rs. 5,450 crore Assam package; and

(d) whether a region-wise PM-DevINE performance review has been conducted and if so, the details of its findings thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION (DR. SUKANTA MAJUMDAR):

(a) Since inception of the Scheme in October 2022, a total of 51 projects amounting to Rs.6443.62 crore has been sanctioned up to 31.03.2026 under the Prime Minister's Development Initiative for North East Region (PM-DevINE). Against these sanctioned projects, an amount of Rs.2534.29 crore

has been released and utilized till 31.03.2026. The State-wise details of funds sanctioned and expenditure incurred under the scheme as on 31.03.2026 are at **STATEMENT-I.**

(b) The utilisation of funds varies across projects depending upon factors such as time required for tendering, award of works and mobilisation, site-specific and logistical challenges in hilly terrain, requisite clearances, etc.

Responsibility for project execution lies with State Govts./agencies. Ministry undertakes various measures for effective implementation of the projects in Northeastern States including Meghalaya and Nagaland. These include regular review meetings with the State Governments and implementing agencies, monitoring through a dashboard and geo-tagged and time-stamped photographs, field inspections and site visits by officers of the Ministry/North Eastern Council/Field Technical Support Units (FTSU) /Project Quality Monitors (PQM)/ Third Party Technical Inspection (TPTI) agencies, etc.

(c) The details of the current implementation status for Rs.5,450 crore Assam packages viz. Bodoland Territorial Council (BTC), Karbi Anglong Autonomous Territorial Council (KAATC), Dima Hasao Autonomous Territorial Council (DHATC), Adivasi Groups of Assam, Dimasa National Liberation Army (DNLA)/Dimasa People's Supreme Council (DPSC) Groups of Assam, United Liberation Front of Asom (ULFA) Groups of Assam are given in **STATEMENT-II.**

(d) The Ministry conducts regular reviews of PM-DevINE projects through

regular meetings with the State Governments and implementing agencies. Through these reviews, the bottlenecks, if any, are identified and the State Govts./Implementing Agencies are advised to strengthen project monitoring, expedite execution, ensure timely utilisation of funds and adhere to the implementation schedule.

STATEMENT-I

The State-wise details of funds sanctioned and expenditure incurred under the scheme as on 31.03.2026

(As on 31.03.2026)

Sl. No	State/Agency	Total sanctioned projects' cost (₹ in crore)	Expenditure incurred till 31.03.2026 (₹ in crore)
1	Arunachal Pradesh	832.80	160.95
2	Assam	1402.50	570.09
3	Manipur	561.00	204.07
4	Meghalaya	773.90	275.11
5	Mizoram	595.25	214.84
6	Nagaland	552.83	263.41
7	Sikkim	561.11	438.00
8	Tripura	561.00	206.18
9	Central Agencies	603.23	201.65
	Total	**6443.62**	**2534.29**

STATEMENT-II

The details of the current implementation status for Rs.5,450 crore Assam packages viz. Bodoland Territorial Council (BTC), Karbi Anglong Autonomous Territorial Council (KAATC), Dima Hasao Autonomous Territorial Council (DHATC), Adivasi Groups of Assam, Dimasa National Liberation Army (DNLA)/Dimasa People's Supreme Council (DPSC) Groups of Assam, United Liberation Front of Asom (ULFA) Groups of Assam

Sl. No.	Package	Memorandum of Settlement (MoS) date	Package Size	Implementation status
1	Bodoland Territorial Council (BTC)	27.01.2020	Rs. 750 cr. @ Rs. 250 cr. per annum for three years	13 projects worth Rs. 512.46 cr. sanctioned.
2	Karbi Anglong Autonomous Territorial Council (KAATC)	04.09.2021	Rs. 500 cr. @ Rs. 100 cr. per annum for 5 years	05 projects worth Rs. 480.55 cr. sanctioned.
3	Dima Hasao Autonomous Territorial Council	08.10.2012	Rs. 200 cr. @ Rs. 40 cr. per annum for 5 years	14 projects worth Rs. 195.8 cr. sanctioned,

Sl. No.	Package	Memorandum of Settlement (MoS) date	Package Size	Implementation status
	(DHATC)			completed.
4	Adivasi Groups of Assam	15.09.2022	Rs. 500 cr. @ Rs. 100 cr. per annum for 5 years (approved on 08.08.2025)	03 projects worth Rs. 73.42 cr. in-principle approved.
5	Dimasa National Liberation Army (DNLA)/Dimasa People's Supreme Council (DPSC) Groups of Assam	27.04.2023	Rs. 500 cr. @ Rs. 100 cr. per annum for five years (approved on 08.08.2025)	—
6	United Liberation Front of Asom (ULFA) Groups of Assam	29.12.2023	Rs. 3000 cr. @ Rs. 600 cr. per annum for 5 years (approved on 08.08.2025)	—

(As on 30.6.2026)

MODIFIED PROGRAMME FOR DEVELOPMENT OF SEMICONDUCTOR AND DISPLAY MANUFACTURING ECOSYSTEM

586. SHRI THANGA TAMILSELVAN:

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

(a) whether it is true that the Union Government is on the process of setting up of one semiconductor fabrication unit, nine manufacturing facilities and thirty design firms under the Modified Programme for Development of Semiconductor and Display Manufacturing Ecosystem in the country;

(b) if so, the details thereof;

(c) the details of total budget estimate for the above programme and total amount released during this financial year; and

(d) the details of places which have been identified along with the objectives to set up these units?

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): Inspired by the Hon'ble Prime Minister's vision of AtmaNirbhar Bharat, Government adopted structured and targeted policy initiatives for the development of electronics manufacturing across the entire value chain including semiconductors.

India's success in electronics manufacturing:

Since 2014, Government of India has undertaken series of initiatives to promote electronics manufacturing in the country. These include FDI reforms, tax reforms, labour reforms, Production Linked Incentive schemes, etc.

As a result, India now has emerged as one of the major electronics manufacturing ecosystems as seen below:

#	2014-15	2025-26	Remarks
Production of electronics goods (₹)	~1.9 Lakh Cr	~13.11 Lakh Cr	Increased 7 times
Export of electronics goods (₹)	~38 thousand Cr	~4.24 Lakh Cr	Increased 11 times
Production of mobile phones (₹)	~18 thousand Cr	~6.27 Lakh Cr	Increased 33 times
Export of mobile phones (₹)	~1500 Cr	~ 2.59 Lakh Cr	Increased 165 times

India now manufactures around 99.2% of the total mobile phones sold in the country. Mobile phones have emerged as the single largest exported item. Industry estimates that electronics manufacturing now provides employment to nearly 25 Lakh people.

Semicon India Programme:

The semiconductor industry is a foundational industry. All sectors of the economy such as industrial, consumer, defence, telecommunication and automotive etc depend on semiconductors. This sector offers transformative capabilities by driving technological innovation, economic growth, and strategic self-reliance.

Recognising the importance of Semiconductors, the Government launched Semicon India Programme in January 2022 with an outlay of ₹ 76,000 crore for setting up of semiconductor fabs, display fabs semiconductor packaging and also for promotion of Indian designed chips.

Under Semicon India Programme, Government has approved 12 manufacturing projects spanning across 6 states namely Andhra Pradesh, Assam, Gujarat, Punjab, Odisha and Uttar Pradesh with total investment commitments of about ₹1.64 lakh crore. Out of these 12 projects, commercial production has already commenced from three plants.

Semicon India programme is designed to leave the choice of location with the investors. Investors evaluate the location based on various factors. Government encourages distributed manufacturing. Because of this approach, semiconductor plants are today located in six states across the country.

Union Cabinet has also approved Semicon2.0 on 15.07.2026 with an outlay of ₹1.275 lakh crore. Semicon 2.0 focuses on the following six pillars:

	Pillars	Segment
1	Design of Chips	Strategic and commercial chips
2	Machines and materials	Equipment, chemicals, gases, materials
3	Setting up more Fabs	Silicon, display, compound etc.
4	Further strengthening the ATMP/OSAT industry	Advanced and legacy packaging
5	Research and Development	Advanced technologies
6	Talent Development	Design and manufacturing talent

Semiconductor design:

Semiconductor design plays a prominent role in defining the "architecture" of a chip to achieve a specific function or application. Since chip design is an extremely RandD, engineering, and IP intensive process, Government is providing financial as well as infrastructure support (including free access to Design tools) to Startups and MSMEs through Design Linked Incentive (DLI) Scheme within the Semicon India Programme.

Further, Twenty-four (24) semiconductor design projects have also been approved for financial support and 105 startups/MSMEs for EDA tool support under DLI Scheme. The details of the projects are available at https://chips-dli.gov.in/DLI/HomePage

DHARASHIV-BEED-CHHATRAPATI SAMBHAJINAGAR NEW RAILWAY LINE PROJECT

587. SHRI BAJRANG MANOHAR SONWANE:

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

(a) whether the Government has sanctioned the Dharashiv-Beed-Chhatrapati Sambhajinagar new railway line project and released the initial funds for the same and if so, the details thereof;

(b) whether the Government is aware that adequate budgetary allocation has not been made for expeditious execution of the project and if so, the details thereof;

(c) whether the Government proposes to provide adequate budgetary allocation for the project in the forthcoming Union Budget to ensure its timely completion; and

(d) if so, the details thereof including the proposed allocation and timeline for completion, if not, the reasons therefor?

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

(a) to (d): Survey for Dharashiv-Beed-Chhatrapati Sambhajinagar New Railway Line (240 Km) has been sanctioned for preparation of DPR. Survey work has been taken up.

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.

SANCTIONED/COMPLETED RAILWAY PROJECTS IN BIHAR

588. DR. ALOK KUMAR SUMAN:

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

(a) the details of railway infrastructure projects sanctioned and completed in Bihar during the last three years, project-wise;

(b) whether any new railway lines, doubling and electrification projects are under implementation in the State and their present status and if so, the details thereof;

(c) the details of funds allocated and utilized for railway safety and modernization in Bihar during the said period;

(d) whether the Government proposes to introduce new Vande Bharat or Amrit Bharat train services connecting Bihar with major metropolitan cities and if so, the details thereof; and

(e) the details of the steps taken to improve passenger amenities and freight infrastructure 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): **Railway Budget:**

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects falling fully/partly in the Bihar is as under:-

Period	Outlay
2009-14	₹1,132 Cr./year
2026-27	₹10,379 Cr. (More than 9 times)

Track construction:

The details of commissioning/laying of new track falling fully/partly in the State of Bihar is as under:-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	318 Km	63.6 Km/year
2014-26	2,034 Km	169.5 Km/year (More than 2.5 times)

Projects sanctioned:

As on 01.04.2026, 59 projects (32 New Lines, 01 Gauge Conversions and 26 Doubling), covering a total length of 5,067 km, costing ₹96,651 crore, falling fully/partly in Bihar are sanctioned. The summary is as under:-

Category	No of sanctioned Projects	Total Length (in Km)	Length Commissioned till Mar'26 (in Km)	Total Exp upto Mar'26 (₹ in Cr)
New Lines	32	2,616	533	14,806
Gauge Conversion	1	69	52	544
Doubling/Multi-tracking	26	2,382	465	14,509
Total	**59**	**5,067**	**1,050**	**29,860**

Recently completed projects:

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

SN.	Project	Cost (In Crores of Rs)
1	Patna bridge (28 Km)	3,310
2	Munger rail cum road Bridge (15 Km)	3,040
3	Kosi Bridge (22 Km)	863
4	Daniawan-Biharsharif new line (38 Km)	354
5	Chandan-Banka new line (40 Km)	496
6	Rampurhat-Mandarhill new line (130 Km)	908

7	Maharajganj-Masrakh new line (35 Km)	412
8	Rajgir-Tilaiya and Natesar-Islampur new line (67 Km)	726
9	Jaynagar-Narkatiaganj gauge conversion (260 Km)	967
10	Kaptanganj-Chhapra gauge conversion (234 Km)	819
11	Sakri-Nirmali, Saharasa-Forbesganj gauge conversion (206 Km)	2,113
12	Mansi-Saharsa, Saharsa-Purnia, Banmakhi- Bihariganj gauge conversion (169 Km)	752
13	Sahibganj-Pirpainti doubling (23 Km)	129
14	Maheshkunt-Thanabihpur doubling (32 Km)	115
15	Hajipur-Ramdayalu Nagar doubling (48 Km)	367
16	Pirpainti-Bhagalpur doubling (51 Km)	493
17	Kiul-Gaya doubling (124 Km)	2,462
18	Hajipur-Bachwara doubling (72 Km)	930
19	Araria-Galgalia (Thakurganj) new line (110 Km)	2,132
20	Samastipur-Darbhanga Doubling (38 Km)	874

Ongoing projects:

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

SN.	Project	Cost (Rs. in Cr.)
1	Sakri-Hasanpur new line (76 Km)	802

2	Fatuha-Islampur new line (167 Km)	3,158
3	Koderma-Tilaiya new line (65 Km)	2,287
4	Hajipur-Sagauli new line (151 Km)	2,820
5	Araria-Supaul new line (96 Km)	2,170
6	Kursela-Bihariganj new line (58 Km)	194
7	Pirpainti-Jassidih new line (97 Km)	2,700
8	Chhitauni-Tumkuhi Road new line (59 Km)	1,881
9	Jalalgarh-Kishanganj new line (51 Km)	407
10	Sitamarhi-Nirmali new line (189 Km)	2,833
11	Bihta-Aurangabad new line (120 Km)	3,606
12	Gaya-Chatra and Gaya-Natesar new line (135 Km)	4,543
13	Sultanganj-Katuria new line (77 Km)	291
14	Jaynagar-Bijalpura Gauge conversion (69 Km)	900
15	Dhanbad-Sonnagar 3rd line (291 Km)	7,906
16	Sagauli-Valmikinagar Doubling (110 Km)	1,456
17	Muzaffarpur-Sugauli Doubling (101 Km)	1,745
18	Barauni-Bachwara 3rd and 4th line (32 Km)	486
19	Narkatiaganj-Darbhanga, Sitamarhi-Muzaffarpur doubling (256 Km)	4,080
20	Chhapra-Ballia Patch Doubling (65 Km)	1,046
21	Katihar-Kumedpur and Katihar-Mukuria Doubling (65 Km)	943

22	Son Nagar-Andal Multitracking (749 Km)	12,334
23	Punarakh- Bhaktiyarpur New 4th line and balance 3rd line (28 Km)	422
24	Aluabari Road-Thakurganj Doubling (20 Km)	327
25	Bhagalpur-Jamalpur 3rd line (53 Km)	1,156
26	Bhagalpur-Dumka-Rampurhat doubling (177 Km)	3,169
27	Bakhtiyarpur-Rajgir-Tilaiya doubling (104 Km)	2,192
28	Bakthiyarpur-Fatuha 3rd and 4th line (24 Km)	931
29	Punarakh-Kiul 3rd and 4th line (50 Km)	2,668
30	Kiul-Jhajha 3rd Line (54 Km)	962
31	Mansi-Saharsa doubling (44 Km)	499

Electrification :

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-26	48,072

In Bihar, entire existing BG network has been electrified. Further, all new line / multi-tracking projects are being sanctioned and constructed with electrification.

ROBs and 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 their impact on safety in train operations, mobility of trains and impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto May'2026) is as under:

Period	ROBS/ RUBS constructed
2004-14	4,148
2014-26 (Upto May'26)	14,451 (580 in the State of Bihar)

As on 01.06.2026, 4,993 Nos. ROBs/ RUBs works are sanctioned at a cost of approx. ₹1,17,492 Cr on Indian Railways including 328 Nos. ROBs/ RUBs works at a cost of approx. ₹12,250 Cr in the state of Bihar which are at various stages of planning and execution.

During 2023-26 (Upto May'26), 192 Nos. ROBs/ RUBs works were constructed in the state of Bihar and 201 Nos. ROBs/ RUBs works are sanctioned at a cost of approx. ₹7,032 Cr in the state of Bihar which are at various stages of planning and execution.

Completion and commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

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

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 and State Government officials are done to resolve various issues related to ROB/RUB works.

iii. Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval.

Station Redevelopment:

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

The scheme involves preparation of master plans and their implementation in

phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

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

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

So far, 1,340 stations have been identified for development under this scheme,

out of which 98 stations are located in Bihar. The names of stations identified for development under Amrit Bharat Station Scheme in Bihar are as following:

State	No. of Stations	Name 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

Completed stations:

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

State	No. of Stations	Name of Stations
Bihar	08	Banmankhi, Dauram Madhepura, Kahalgaon, Pirpainti, Sabaur, Shivanarayanpur, Simultala, Thawe

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:

- **Saharsa station**: The works of new main entry station building, parking, improvement to circulating area, platform shelter, entrance gate and boundary wall have been completed. The work of 12 m wide foot over bridge has been taken up.
- **Salauna station:** The works of new main entry station building, platform

shelter, improvement of circulating area, entrance gate and boundary wall have been completed. The work of 12 m wide foot over bridge has been taken up.

- **Sonpur Junction station**: The works of new atrium building, booking counter, improvement of station building, improvement of circulating area, parking and entrance porch have been completed. The work of 12 m wide foot over bridge has been taken up.
- **Anugraha Narayan Road station**: The works of extension of platform no. 1/2 and 3/4, improvement of platform surface of platform no. 1/2 and 3/4 and new toilet block have been completed. The works of improvement of station building, improvement of circulating area, entry/exit gate, water booths, platform shelter and 6 m wide foot over bridge have been taken up.
- **Luckeesarai Junction station**: The works of new main entry station building, extension of foot over bridge and improvement of circulating area have been completed. The work of lift for existing foot over bridge has 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 of railway stations is a complex in nature involving safety of passengers and trains and requires various statutory clearances such

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

Development/upgradation/modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway- wise and not station-wise or state-wise. Bihar is covered under the jurisdiction of four railway zones, namely, Eastern Railway, East Central Railway, North Eastern Railway and Northeast Frontier Railway. For these zones, an allocation of ₹6,903 crore has been made for the last three financial years and the current financial year, out of which an expenditure (up to June, 2026) of ₹6,021 crore has been incurred so far.

Vande Bharat and Amrit Bharat Express Trains:

As the railway network straddles across State boundaries, trains are introduced, as per network requirement, across such boundaries. However, Indian Railways, on originating/terminating basis, have introduced 11 pairs of Vande Bharat Express and 14 pairs of Amrit Bharat Express services catering to the needs of various stations located in the State of Bihar. These are listed below:

Vande Bharat Express:

SN	Train No. and Name
1	22349/22350 Patna - Ranchi Vande Bharat Express
2	22347/22348 Howrah - Patna Vande Bharat Express
3	22233/22234 New Jalpaiguri - Patna Vande Bharat Express
4	22345/22346 Patna - Gomti Nagar Vande Bharat Express
5	22309/22310 Howrah - Jamalpur Vande Bharat Express
6	20893/20894 Tatanagar - Patna Vande Bharat Express
7	22303/22304 Howrah - Gaya Vande Bharat Express
8	21893/21894 Tatanagar - Patna Vande Bharat Express
9	21895/21896 Tatanagar - Patna Vande Bharat Express
10	26501/26502 Patliputra - Gorakhpur Vande Bharat Express
11	26301/26302 Jogbani - Danapur Vande Bharat Express

Amrit Bharat Express:

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 BapudhamMotihari - Anand Vihar (T) Amrit Bharat Express

7	22361/22362 Rajendranagar (T) - New Delhi Amrit Bharat Express
8	15133/15134 Chhapra - Anand Vihar (T) Amrit Bharat Express
9	14047/14048 Sitamarhi - Delhi Amrit Bharat Express
10	14627/14628 Saharsa - Chheharta Amrit Bharat Express
11	19623/19624 Madar - Darbhanga Amrit Bharat Express
12	19725/19726 Khatipura- Darbhanga Amrit Bharat Express
13	11431/11432 Pune - Danapur Amrit Bharat Express
14	16601/16602 Erode- Jogbani Amrit Bharat Express

Besides, on Indian Railways, introduction 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.

Kavach:

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).

2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.
3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July, 2020.
5. Implementation of Kavach System involves following Key Activities:
    a. Installation of Station Kavach at each and every station, block section.
    b. Installation of RFID Tags throughout the track length.
    c. Installation of telecom Towers throughout the section.
    d. Laying of Optical Fibre Cable along the track.
    e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.
6. Based on deployment of Kavach version 3.2 on 1,465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.
7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying

Automatic Train Protection System.

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

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,490 Route Kilometres as on 13.07.26, covering the high density Delhi- Mumbai and Delhi-Howrah routes including sections passing through Bihar as below:

SN	Section	Progress (Route Km)
(1)	**Delhi-Mumbai route: 1,344 Rkm**	
i.	Tilak Bridge - Junction cabin – Palwal – Mathura – Nagda –Vadodra-Virar section (Except Mangalmhudi – Panchpipliya)	1,248
ii.	Vadodara – Ahmedabad section	96
(2)	**Delhi – Howrah route: 1,146 Rkm**	
i.	Chipyana - Tundla - Kanpur - Subedarganj section	563
ii.	Kanpur – Lucknow section	71
iii.	DDU(FOC)-Bhabua Road section (Passing through Bihar)	50

iv.	Sasaram - Pheser section (Passing through Bihar)	43
v.	Gaya -Sarmatarn- Nimiaghat section (Passing through Bihar)	159
vi.	Chota Ambana - Bardhaman – Howrah section	260

10. In addition, track side Kavach implementation work is being taken up on 21,937 RKM covering all GQ,GD,HDN and identified sections of Indian Railways including sections passing through Bihar.

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

SN	Item	Progress
i	Laying of Optical Fibre Cable	11,253 Km
ii	Installation of Telecom Towers	1,668 Nos.
iii	Station Data Centre	958 station
iv	Installation of Track side equipment	7,721 RKm
v	Provision of Kavach in Loco	6,045 Nos.

12. In addition, work for installation of Kavach in 7,435 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all

concerned officials. By now more than 94,000technicians, operators and engineers have been trained on Kavach technology. This includes about 57,000Loco Pilots and Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.

14. The funds utilized on Kavach works so far up to Jun'26 is ₹3874.9 cr. The allocation of funds during the year 2026-27 is ₹2066.24 crore. Requisite funds are made available as per the progress of works.

Gati Shakti Cargo Terminals (GCTs):

The details of GCTs commissioned and additional In-Principle Approvals (IPAs) given in the State of Bihar, is as under:-

S.No.	State Name	GCTs commissioned so far	Additional In-principle Approvals (IPAs) given
1	Bihar	05	08

The Gati Shakti Cargo Terminals cater to a wide range of commodities including cement, steel, foodgrains, fertilizers, coal, fly ash, minerals, containers, automobiles, agricultural produce and other bulk as well as non-bulk commodities. The policy has benefited key sectors such as cement, steel, power, mining, agriculture, logistics and manufacturing by providing improved rail connectivity and modern cargo handling infrastructure. The development of GCTs has enhanced rail freight movement through faster and more efficient

loading/unloading, reduced first-mile and last-mile logistics costs, improved wagon turnaround, and facilitated modal shift of freight from road to rail, thereby improving the overall efficiency and competitiveness of rail-based logistics.

The Gati Shakti Cargo Terminal (GCT) Policy has facilitated the development of modern multimodal cargo terminals closer to production and consumption centres, thereby improving rail connectivity for local industries, agricultural produce and other commodities. The policy has enabled creation of warehousing, silos, cold storage and other value-added logistics facilities. This has enhanced the competitiveness of local industries and farmers while generating employment and promoting regional economic development.

DECLINE IN COAL IMPORT

589. SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

SHRI B MANICKAM TAGORE:

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

(a) whether the Government has noted decline in coal imports for thermal power plants and if so, the details thereof, year-wise and if not, the reasons therefor along with the steps taken to ensure uninterrupted coal supply;

(b) whether reduction in coal imports has impacted power generation capacity and if so, the details thereof and if not, the reasons therefor along with measures taken to maintain demand-supply balance;

(c) whether domestic coal production is sufficient to meet thermal plant

requirements and if so, the details thereof and if not, the reasons therefor along with the steps taken to augment domestic supply;

(d) whether any thermal power plant faced shutdown due to coal shortage and if so, the details thereof, plant-wise and if not, the reasons therefor along with the corrective steps taken in this regard; and

(e) whether the Government has assessed impact of reduced imports on peak power demand and if so, the details of findings thereof and if not, the reasons therefor along with the steps taken by the Government to prevent shortages?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): Coal imported by the power plants in the country during last three years is as under:

(in Million Tonnes)

Period	Domestic Coal Based Plants (DCB)	Imported Coal Based Plants (ICB)	Total Coal imported by power plants
2023-24	23.9	41.8	65.7
2024-25	14.0	48.5	62.5
2025-26	6.8	38.6	45.4

From the above table, it may be seen that coal imports by thermal power

plants declined from 65.7 million tones in 2023-24 to 45.4 million tones in 2025-26, thereby recording a decline of 30.9 percent during the period.

Following steps are being taken to ensure uninterrupted coal supply to power plants:-

i. An Inter-Ministerial Sub-Group comprising of representatives from Ministry of Power, Ministry of Coal, Ministry of Railways, Central Electricity Authority (CEA), Coal India Limited (CIL) and Singareni Collieries Company Limited (SCCL) meet regularly to take various operational decisions to enhance supply of coal to thermal power plants as well as for meeting any contingent situations relating to Power Sector, including to alleviate critical coal stock position in power plants.

ii. An Inter-ministerial Secretary-level meeting, comprising Secretary (Power), Secretary (Coal), and Chairman Railway Board, is held regularly to monitor coal supply to the power plants.

(b) and (e): The details of power requirement, power supplied and gap during the last three years and the financial year 2026-27 (up to June) is as below:

(in Million Units)

Financial Year	**Power Requirement**	**Power Supplied**	**Power Supply Gap**
	(MU)	**(MU)**	**(%)**
2023-24	16,26,132	16,22,020	0.3

2024-25	16,93,959	16,92,369	0.1
2025-26	17,07,493	17,06,985	0.0
2026-27 (Upto Jun, 2026)*	4,83,117	4,82,435	0.1

*(*The data for the month of June 2026 is provisional.)*

It may be noted that the power supplied has broadly remained commensurate with the power requirement of the country, and reduction in coal imports has not adversely impacted power generation capacity.

The following measures have been taken to ensure uninterrupted and reliable electricity supply across the country:

i. The Central Government supplements efforts of the State Governments by establishing power plants through Central Public Sector Undertakings (CPSUs) and making power available to the various States/ UTs.

ii. Proactive monitoring of generation projects under construction to facilitate commensurate capacity addition.

iii. Hydro-based generation is being scheduled in a manner so as to conserve water for meeting demand during peak period.

iv. Gas-based power plants of NTPC (National Thermal Power Corporation) as well as other generators are scheduled for power supply during high demand period.

v. GENCOs (Power Generating Companies) have been advised to

generate and maintain full availability on daily basis excluding the period of planned maintenance or forced outage.

vi. Planned maintenance of generating units is being minimized during period of high demand.

(c) : Most of the requirement of coal in the country is met through indigenous coal production. Import of coal is resorted to in case of essential grades of coal such as coking coal (by steel industry) and higher grade non-coking coal as their domestic production is limited due to scarce reserves or non-availability.

Power plants import coal primarily (i) due to requirement of Imported Coal Based (ICB) power plants which are specially designed to use high-grade imported coal, and (ii) for blending purpose by Domestic Coal Based (DCB) power plants.

The focus of the Government is on increasing domestic production of coal to meet the energy requirement of the country. The all-India domestic coal production in the year 2024-25 was 1047.67 Million Tonnes (MT) in comparison to 997.83 MT in the year 2023-24 with the growth of about 5%. In FY 2025-26, the country has produced 1040.08 MT (Prov.) of coal. Thus, domestic coal production has crossed 1 billion tonnes in two consecutive years.

(d): No Sir. There is no coal shortage at the power plants in the country. The coal stock available at domestic coal-based power plants in the country is

sufficient to run these plants at 85% PLF (Plant Load Factor) for about 14 days at present rate of consumption. Further, a coal stock of approximately 151.96 million tonnes (MT) was available at mine end of CIL and Others as on 31.03.2026.

DISTRICT-AGRO MET UNITS

590. DR. BYREDDY SHABARI:

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

(a) the details of District Agro-Met Units established, currently functional, non-functional, closed and those facing vacancies or infrastructure, equipment and manpower constraints, State and year-wise including Andhra Pradesh;

(b) whether the Government plans to revive District Agro-Met Units and if so, the details thereof along with the timelines set and the number of units planned, State-wise and district-wise including Andhra Pradesh;

(c) the details of the funds allocated, sanctioned and released for establishing or re-establishing such units, year and State-wise;

(d) whether the Government has identified specific districts in Andhra Pradesh where District Agro-Met Units are likely to be prioritised for revival and if so, the details thereof including target dates and operational plans; and

(e) The measures taken by the Government to ensure that revived Agro-

Met Units are fully functional, equipped with requisite instruments and staff and integrated with local agricultural extension and early warning systems?

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) Weather-based agro-advisory services in the country were being provided by 199 District Agro-Meteorological Units (DAMUs) under Gramin Krishi Mausam Sewa (GKMS). The India Meteorological Department (IMD) is continuing the Agro-Meteorological services to the farmers at the district level through a network of 130 Agrometeorological Field Units (AMFUs), established in collaboration with Krishi Vigyan Kendras (KVKs) across the country, including 9 units in Andhra Pradesh. The relevant information and advisories are disseminated through digital platforms such as Panchayat Mausam Sewa, Mausam App, Meghdoot App, and other IT-based dissemination systems in the larger interest of farmers across the country. The Ministry is in continuous endeavour of augmenting the observational network,

including Agro-Automatic Weather Stations and RandD infrastructure, towards achieving better accuracy in weather forecasting and improved meteorological services.

(b) and (c) A network of 130 Agrometeorological Field Units (AMFUs), established in collaboration with Krishi Vigyan Kendras (KVKs) across the country, including 9 units in Andhra Pradesh, is delivering the same service.

(d) and (e) The Agro-Meteorological Services at the district level are provided by IMD in association with the agencies such as the Indian Council of Agricultural Research (ICAR), under the Ministry of Agriculture and Farmers Welfare, through 9 AMFUs, established in collaboration with Krishi Vigyan Kendras in the State of Andhra Pradesh, without the re-establishment of DAMUs.

RENEWABLE ENERGY TARGET

591. DR. M K VISHNU PRASAD:

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

(a) the details of installed renewable energy capacity in the country till date, source-wise including solar, wind, biomass, small hydro and waste-to-energy;

(b) whether the country is on track to achieve its renewable energy targets by the year 2030;

(c) if so, the details of capacity added during the last five years, year and State-wise;

(d) the details of challenges identified in achieving the targets; and

(e) the corrective measures taken by the Government in this regard?

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) A total of 288.58 GW renewable energy capacity has been installed in the country as on 30.06.2026, which includes 162.15 GW solar power, 57.44 GW wind power, 5.18 GW small hydro power, 52.06 GW large hydro power and 11.75 GW bio power.

(b) to (e) India has already achieved the target of 50% of the country's installed electricity capacity from non-fossil energy sources in 2025, five years ahead of target year 2030. Further, as on 30.06.2026, a total of 297.36 GW non-fossil fuel sources-based electricity capacity has already been installed. Details of year-wise and State-wise renewable energy capacity addition during the last five years are given at **STATEMENT-I**.

Thus, India is also well on track to achieving its target of 500 GW installed electricity capacity from non-fossil fuel-based sources by 2030. However, like any large-scale transformation, there are some challenges such as land acquisition, transmission infrastructure development and grid integration, etc. to match with the increasing pace of development of renewable energy

capacity. The measures being taken to address land acquisition issues, transmission infrastructure and grid integration challenges are given at **STATEMENT-II.**

STATEMENT-I

Year-wise and State-wise renewable energy capacity addition during the last five years

Sl. No.	STATES / UTs	2021-22 (MW)	2022-23 (MW)	2023-24 (MW)	2024-25 (MW)	2025-26 (MW)
1	Andhra Pradesh	125.42	148.62	59.15	1085.15	3865.63
2	Arunachal Pradesh	1.07	2.41	0.15	10.57	750.59
3	Assam	66.38	29.99	8.25	40.36	375.63
4	Bihar	10.72	2.25	60.55	89.11	112.00
5	Chhattisgarh	102.56	430.74	263.57	145.07	495.10
6	Goa	12.39	6.54	18.59	12.96	25.06
7	Gujarat	3373.65	2847.95	6035.87	5931.31	13785.30
8	Haryana	479.62	119.96	470.83	617.02	561.78
9	Himachal Pradesh	386.88	26.93	25.74	840.03	606.77
10	Jammu and Kashmir	10.94	4.51	39.25	29.05	9.99
11	Jharkhand	18.93	17.05	71.36	38.51	55.53
12	Karnataka	444.46	814.64	1033.51	2475.70	2805.12

13	Kerala	98.28	429.90	272.36	623.92	720.90
14	Ladakh	0.00	1.35	2.00	2.80	4.22
15	Madhya Pradesh	176.91	436.20	1193.29	1494.33	1354.94
16	Maharashtra	321.23	2100.42	1725.62	4871.34	9579.17
17	Manipur	0.86	0.03	0.76	0.75	3.73
18	Meghalaya	0.30	0.00	22.59	0.04	0.00
19	Mizoram	0.92	29.12	2.29	0.08	3.30
20	Nagaland	0.13	2.00	0.13	0.00	0.17
21	Odisha	56.01	10.93	42.46	133.81	284.00
22	Punjab	120.32	97.81	201.99	106.50	169.51
23	Rajasthan	6639.27	5357.43	4294.84	7032.45	12884.20
24	Sikkim	115.74	3.01	2.35	0.52	0.00
25	Tamil Nadu	800.83	1821.05	2063.07	3079.74	3866.91
26	Telangana	568.20	146.18	93.43	83.94	242.24
27	Tripura	1.33	2.71	0.86	2.78	14.30
28	Uttar Pradesh	422.05	297.53	414.52	526.74	781.32
29	Uttarakhand	197.91	121.99	62.80	38.83	1007.78
30	West Bengal	4.71	34.62	19.36	130.05	0.00
31	Andaman and Nicobar Islands	0.03	0.42	0.00	0.00	2.21
32	Chandigarh	9.20	3.52	6.83	13.33	0.00
33	Dadra and Nagar Haveli and	0.17	0.29	0.00	5.40	86.78

	Daman and Diu					
34	Delhi	23.69	32.14	38.25	56.89	108.97
35	Lakshadweep	0.00	0.00	1.70	0.00	1.60
36	Puducherry	4.18	21.84	14.38	4.60	27.00
	Total	**14595.29**	**15402.08**	**18562.70**	**29523.68**	**54591.75**

STATEMENT-II

Measures being taken to address land acquisition issues, transmission infrastructure and grid integration challenges

Land is a state subject. Most renewable energy projects are set up by the developers based on various considerations, including resource potential, adequate transmission and availability of appropriate land. Hence suitable lands for such projects is to be assessed by the State Governments and the developers. However, in order to streamline land identification and other related processes, the Ministry has been writing to all States/Uts on multiple occasions for the identification of suitable land for renewable energy projects and also for easing land rules like exempting non-agriculture land conversion etc.

In order to resolve, Right of Way (RoW) challenges, Ministry of Power has issued 'Guidelines for payment of compensation in regard to Right of Way (RoW) for transmission lines' dated 14th June 2024 and 'Supplementary Guidelines for RoW' dated 21st March 2025. Since land is a State subject, the

States/ Uts have been advised to adopt these guidelines in their entirety or issue their own modified guidelines.

Wind and Solar energy are variable and intermittent sources of power. The measures taken by the Government to address the challenges in integrating renewable energy into the national grid, include:

(i) 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.

(ii) To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2030.

(iii) Government has set up thirteen Renewable Energy Management Centres (REMCs) for better forecasting and real time monitoring of RE generation.

(iv) Load dispatch centres ensure that electricity demand is fully met using dispatchable sources such as hydro and thermal power when the wind does not blow and sun does not shine.

(v) Installation of Static Synchronous Compensators (STATCOMs) to improve the grid reliability and voltage stability limit. A STATCOM acts as a voltage controller for the electricity grid, quickly adding or removing extra power to keep the system running smoothly.

(vi) Central Electricity Authority (Technical Standards for Connectivity to the Grid) Regulations lay down the minimum technical requirements for RE generating plants to ensure the safe, secure and reliable operation of the

grid.

IRREGULARITIES IN ONION PROCUREMENT IN MAHARASHTRA

592. DR. BACHHAV SHOBHA DINESH:

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

(a) the details of the major irregularities flagged during the last two years so far by the Economic Offences Wing, State vigilance inspections and internal audits regarding onion procurement in Maharashtra along with the estimated financial value thereof;

(b) whether any officials of National Agricultural Cooperative Marketing Federation of India (NAFED) or National Cooperative Consumers Federation of India (NCCF) have been identified as complicit in these irregularities and if so, the details of action taken against them;

(c) whether ineligible cooperatives were empanelled as procurement centres in Maharashtra despite objections being raised and if so, the number of such cooperatives and reasons therefor;

(d) whether stock discrepancies between portal records and physical inventory at NAFED/NCCF procurement centres in Maharashtra have been verified and if so, the details of outcome thereof; and

(e) whether the Government proposes a unified NAFED-NCCF digital portal

with real-time stock and payment reconciliation to prevent such mismatches and if so, the timeline for the same?

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) : Government maintains onion buffer under the Price Stabilisation Fund (PSF) by procuring through National Agricultural Cooperative Marketing Federation of India Ltd. (NAFED) and National Cooperative Consumers' Federation of India Ltd. (NCCF) for regulated release during high price months to make onions available to consumers at affordable prices. During 2025-26 a total quantity of 2.87 lakh tonnes of onions were procured, and a procurement target of 2 lakh tonnes has been fixed for 2026-27. Store-worthy onions of rabi harvest are procured by NAFED and NCCF through local agencies such as registered Cooperative Societies, Farmer Producer Organisations (FPOs) and Farmer Producer Companies, selected through transparent competitive bidding.

In order to ensure that onion procurement benefits the farmers, the verification of farmer’s details are done through Mahabhumi portal of Government of Maharashtra and payments are made directly on the Aadhaar seeded bank account of the farmer. Intensive monitoring of the quantity and quality of procured onions through series of field visits by officers of Ministry of

Consumer Affairs, Food and Public Distribution have been conducted to verify the reports uploaded on the digital portal by local agencies.

In the disposal of procured and stored onions, bulk transportation by railway rakes was adopted, for the first time, in 2024-25 with 14 rakes carrying about 12,000 MT. In 2025-26, the railway mode of transportation for onion dispatch was scaled up to 86 rakes carrying about 86,000 MT to 16 major consumption centres for disposal. Bulk transportation of onions by railway rakes is a major operational improvement towards cost effective transportation and impactful intervention in the destination markets. Through continuous policy and operational improvements have resulted in higher recovery rate of Grade-A onions from 63% in 2024-25 to 72% in 2025-26.

In order to further improve the onion buffer operation in current year (2026-27), the Central Warehousing Corporation (CWC) has been assigned the responsibility of handling the storage of procured onions. The involvement of CWC, a reputed and professional storage organisation, in onion storage is to separate the roles of procurement and storage and also to bring about transformation in onion storage ecosystem.

Payments to farmers for their stocks procured through both NAFED and NCCF are unified through the SBI DigiGov portal which is integrated with the Public Finance Management System (PFMS).

BIO TOILETS IN RAILWAY COACHES

593. SHRI SRIBHARAT MATHUKUMILLI:

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

(a) whether any independent scientific study has been conducted during the last five years to assess the effectiveness of bio-toilets in railway coaches in achieving their intended objectives, if so, the details and key findings thereof;

(b) the total number of bio-toilets installed, the number that required major repairs, replacement/conversion to bio-vacuum toilets and the expenditure incurred on installation, maintenance and technological upgradation since 2014, year-wise;

(c) whether the Government maintains performance indicators relating to bio-toilet functionality, complaints, choking, odour, discharge quality, maintenance frequency and reduction in track corrosion, if so, the details thereof; and

(d) whether the Government has undertaken any comparative assessment of alternative sanitation technologies, including vacuum-based/depot-based waste collection and treatment systems, in terms of lifecycle cost, environmental performance and operational efficiency and if so, the details thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION

TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d) Passenger coaches on Indian Railways (IR) are equipped with bio-toilets and have substantially achieved their primary objective of preventing direct discharge of human waste on railway tracks, improving environmental hygiene, reducing corrosion of tracks and enhancing cleanliness across the railway network. IR continuously monitor the performance of bio-toilets through periodic inspections, maintenance records, feedback received from passengers and field units.

All passenger coaches have been installed with bio-toilets so that no human waste is discharged from coaches on the track resulting in improved cleanliness level. The details of provision of bio toilets are as under:

Period	Number of Bio-Toilet fitted
2004-2014	9,587
2014- Till June 2026	3,63,990

There is no major repair required after installation of Bio-toilets. Choking and day to day problems are rectified during primary maintenance. Maintenance and repairs including replacement of components wherever required are carried out as part of routine maintenance practices. The expenditure on installation, maintenance and technological upgradation of bio-toilets is part of the overall coach manufacturing and maintenance expenditure. The cost of installation of a bio-tank is approximately one lakh.

Performance parameters of bio-toilets such as functionality, choking, odour, maintenance requirements, discharge quality and passenger complaints are regularly monitored to ensure effective functioning of bio-toilets. Bio-toilet effluent testing laboratories have also been set up at most of the coaching depots. IR maintains performance indicators by evaluating the treated effluent from bio-tanks for pH, Chemical Oxygen Demand (COD) and Faecal Coliform Count (FCC). These parameters assess overall treatment efficacy of the Bio-Toilet. COD verifies the breakdown of organic waste, FCC confirms pathogen eradication for hygienic safety and the pH test ensures the discharge is neutral, thereby preventing track corrosion. To guarantee proper system functioning, all bio-toilets undergo mandatory effluent testing once every 90 days.

IR continuously evaluates and adopts improved sanitation technologies based on operational experience and technological advancements. In this direction, Bio-Vacuum Toilets have been introduced on selected coaches as an improved sanitation system. The performance of such systems is being monitored with respect to operational efficiency, passenger convenience, maintenance requirements and lifecycle considerations.

Further, to improve evacuation system for the first chamber of bio-tanks, all Zonal Railways have been advised to deploy pneumatic assisted sludge evacuation (suction based on venturi principle using compressed air) for First Chamber Evacuation (FCE) and Seven Chamber Evacuation (SCE) of bio-

tanks.

COLLECTION AND PUBLICATION OF OFFICIAL STATISTICS

594. SHRI DHARAMBIR SINGH:

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

(a) whether adequate mechanisms are in place to ensure timely collection and publication of official statistics and if so, the details thereof;

(b) whether the Government proposes to strengthen data quality, transparency and digital monitoring systems and if so, the details thereof; and

(c) whether any timeline has been fixed for implementation of these measures and if so, the details thereof?

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

(a) to (c): The Ministry of Statistics and Programme Implementation (MoSPI) has put in place well-defined mechanisms to ensure timely collection and publication of official statistics. Important mechanisms which are in place to ensure timely collection and publication of official statistics are outlined below.

Primary data collection for National Sample Surveys (NSS) are carried out on digital platforms such as Computer Assisted Personal Interview (CAPI) and the e-SIGMA system, incorporating in-built validation checks, real-time data monitoring, AI-enabled chatbots, and multilingual interfaces. Use of such digital platforms ensure consistency at the stage of data collection and facilitate real-time submission and validation of survey data. Further, the practice of physical scrutiny and inspection by higher-level officers is continuously undertaken as per fixed norms along with regular training for field staff to ensure the quality of the data collected. These initiatives have substantially improved data quality and led to reduction in time lag in release of survey data from 8-9 months to 45-90 days. Annual Survey Results are now released within 90-120 days; quarterly results within 45-60 days and monthly results within 15-30 days of completion of surveys.

Similarly, the price data for the Consumer Price Index (CPI) are collected through the CAPI system under the new CPI series (Base Year 2024), incorporating real-time validation checks, geo-tagging and time-stamping of observations to strengthen data quality, monitoring, transparency and timeliness. Likewise, the estimates of National Accounts Statistics (NAS) are compiled and revised in accordance with the System of National Accounts 2008 (SNA 2008), using the latest available data sourced from various administrative databases and sample surveys. Similarly, adequate mechanism are in place to ensure timely collection and publication of the Index of Industrial Production (IIP). Monthly data is collected from data sources by 21st day of every month. Regular follow-up is undertaken to

improve timeliness and response rates. For the compilation of IIP, data are subjected to validation and consistency checks to ensure their quality and reliability.

Further, MoSPI enhances accountability and ensures timely dissemination of statistical products/ publications through the Advance Release Calendar (ARC), which is placed on the Ministry's website and followed for the release of official statistical publications.

To promote transparency and public accountability, anonymized unit-level survey data are made available through MoSPI's revamped Microdata Portal, enabling researchers, policymakers, and other stakeholders to access, analyze, and utilize official statistics for evidence-based research and policy making.

MoSPI has also strengthened stakeholder engagement through data user conferences, consultations, workshops and feedback mechanisms, while digital platforms such as the revamped MoSPI website, GoIStats mobile application, e-Sankhyiki Portal, Microdata Portal and APIs for data exchange have enhanced data accessibility and dissemination.

दूरसंचार कंपनियों की रिचार्ज वैधता और उपभोक्ता हित

595. श्री राजकुमार रोत:

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

(क) दूरसंचार कंपनियों द्वारा रिचार्ज की वैधता की समाप्ति पर इनकमिंग सेवाओं को निलंबित करने की योजना शुरू किए जाने की तिथि सहित दूरसंचार कंपनियों द्वारा इस नीति के कार्यान्वयन का

ब्यौरा क्या है, इसका नियामक आधार क्या है तथा इसके कार्यान्वयन के बाद से प्रत्येक दूरसंचार कंपनी द्वारा कितना राजस्व अर्जित किया गया है;

(ख) सरकार द्वारा उन उपभोक्ताओं को होने वाली कठिनाइयों को दूर करने के लिए क्या कदम उठाए जा रहे हैं जिन्हें विभिन्न कारणों से दो सिम कार्ड रखने की आवश्यकता होती है और परिणामस्वरूप उन्हें दोनों सिम रिचार्ज करने के लिए मजबूर होना प़ड़ता है;

(ग) क्या सरकार का यह सुनिश्चित करने के लिए कड़े और स्पष्ट नियम बनाने का विचार है कि दूरसंचार कंपनियां रिचार्ज की समाप्ति के तुरंत बाद इनकमिंग सेवाएं बंद न करें;

(घ) क्या सरकार का दूरसंचार नियामक प्राधिकरण (ट्राई) को दूरसंचार शुल्कों में निरंतर हो रही वृद्धि को विनियमित करने और मौजूदा 28 दिनों की वैधता अवधि के स्थान पर 30 दिनों की रिचार्ज वैधता अवधि को अनिवार्य करने के लिए आवश्यक निर्देश जारी करने का विचार है और यदि हां, तो इसे कब तक कार्यान्वित किए जाने की संभावना है; और

(ङ) 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) दूरसंचार विनियामक प्राधिकरण अधिनियम, 1997 दूरसंचार विनियामक प्राधिकरण (ट्राई) को दूरसंचार सेवाओं की दरों को अधिसूचित करने का अधिकार देता है। मौजूदा टैरिफ फ्रेमवर्क के अनुसार, राष्ट्रीय रोमिंग, ग्रामीण फिक्स्ड लाइन सेवाएं, मोबाइल नंबर पोर्टेबिलिटी और लीज्ड सर्किट जैसी सेवाओं को छोड़कर मोबाइल और डेटा सेवाओं के लिए टैरिफ फॉरबीयरेंस के अधीन है। प्रचलित विनियामक प्रावधानों के अनुपालन के अधीन, सेवा प्रदाता बाजार की स्थिति और अन्य वाणिज्यिक पहलुओं की अपनी समझ के आधार पर टैरिफ डिजाइन और ऑफर करने के लिए स्वतंत्र हैं। बाजार में प्रतिस्पर्धा मौजूद है और सरकार की नीतियों और ट्राई द्वारा अधिसूचित विनियामक फ्रेमवर्क के परिणामस्वरूप भारत में मोबाइल सेवाओं के ग्राहकों

के लिए टैरिफ सबसे कम में से एक है।

इसके अलावा, ट्राई की विनियामक फ्रेमवर्क के अनुसार, रिचार्ज वैधता की समाप्ति के बाद इनकमिंग सेवाओं को रोकने के लिए कोई विशिष्ट नियामक अधिदेश नहीं है।

(घ) और (ङ) दूरसंचार प्रशुल्क आदेश, 1999 (66 वां और 67 वां संशोधन) के माध्यम से ट्राई ने पहले ही अधिदेशित कर दिया है कि प्रत्येक दूरसंचार सेवा प्रदाता को कम से कम एक प्लान वाउचर, एक विशेष टैरिफ वाउचर और एक कॉम्बो वाउचर प्रदान करना होगा जिसकी वैधता तीस दिन होगी। इसके अलावा, प्रत्येक दूरसंचार सेवा प्रदाता को कम से कम एक प्लान वाउचर, एक विशेष टैरिफ वाउचर और एक कॉम्बो वाउचर की पेशकश करनी होगी, जो हर माह की उसी तारीख को नवीकरणीय होगा और यदि ऐसे नवीनीकरण की तारीख किसी महीने में उपलब्ध नहीं है, तो नवीनीकरण की तारीख उस महीने की अंतिम तारीख को माना जाएगा।

MODERNISATION OF FOOD STORAGE INFRASTRUCTURE

596. SHRI ANUP SANJAY DHOTRE:

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

(a): the details of initiatives undertaken by the Government during the last three years for modernisation of foodgrain storage infrastructure including construction of modern silos, warehouses and scientific storage facilities;

(b): the details of storage projects sanctioned and completed in Maharashtra particularly in Akola district;

(c): whether the Government has undertaken any assessment regarding reduction in foodgrain losses and improvement in storage efficiency through

these initiatives;

(d): if so, whether there is any proposal to establish additional modern storage infrastructure in major agricultural districts including Akola; and

(e): if so, the details thereof along with the expected timeline for implementation?

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

(a): In order to keep its storage infrastructure robust and updated, department is taking various steps for Modernization as under:

(i) Construction of SILOs under PPP Mode: Steel Silo storage with bulk handling facility is highly mechanized and modernized way of storing food grains in bulk. It ensures better preservation of food grains 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 food grains storage in bags in conventional warehouses. Steel Silos are constructed under Public Private Partnership Mode.

Further, 21.75 LMT modern Silo capacity has been created upto FY 2026-27. The details are attached at **STATEMENT-I**.

(ii) SMART Warehouse Project: Under this project, traditional depots are converted into smart warehouses which are equipped with different sensors like smoke sensors, fire sensors and gate opening sensor etc. for monitoring

key parameters such as CO2, phosphine levels, fire hazards, humidity, unauthorized entry and temperature on real time basis.

Smart warehouse ensures real-time visibility, timely intervention, data-driven decision-making and standardized operations across all depots contributing to ensure safe, secure, and efficient food grain storage and distribution.With respect to CWC's food grain depots, Smart Warehousing Systems have been installed and commissioned at 215 CWC food grain warehouses in a phased manner, comprising:

- CCTV-based surveillance with AI analytics
- IoT sensors
- Gate and LWB (Live Weigh-Bridge) automation
- IoT-enabled smart locks

(iii) Depot Darpan portal: The Depot Darpan Portal is a digital platform being implemented in FCI and CWC, launched in May 2025, for enhanced monitoring, transparency, and efficiency of food grain storage depots under PDS.

Key features and functionalities of the Portal are as under:

a. Enables depot/warehouse managers to upload geo-tagged data on infrastructure, operations, and financial performance.
b. Depots assessed through a composite scoring framework covering infrastructure and operational parameters, with star ratings assigned for objective performance evaluation.

c. Integrated with IoT sensors, CCTV, real-time dashboards, and AI tools for monitoring temperature, humidity, gas levels, security, and stock movement
d. Data reliability ensured through 100% supervisory verification and selective third-party audits

A Mobile Application of the Portal has also been launched, providing senior officers with on-the-go access to depot ratings and performance metrics, ensuring greater flexibility and accessibility.

(iv) Further, In order to modernize the infrastructure of Food Storage Godowns, the Ministry initiated the **'Transformation of FCI'** programme during the Financial Year 2023–24. The initiative primarily focuses on the upgradation of existing godown infrastructure through replacement of old and damaged Bituminous (BT) roads with Cement Concrete (CC) roads, replacement of deteriorated Asbestos Cement (AC) sheet roofing with pre-painted colour-coated GI profile roof sheets, upgradation of illumination systems, and installation of Diesel Generator (DG) sets as power backup at Food Storage Godowns across the country.

(b): As on 01.07.2026, FCI is having 19.05 LMT storage capacity in Maharashtra which includes owned and hired capacities.

CWC has created 514825 SQFT storage capacity in Maharashtra in last 3 years.

No storage projects have been sanctioned and completed by FCI in Akola

district as of now.

However, FCI has hired two Food storage godowns from CWC in Akola district. The details of the same is as under;

1. CWC Akola-I – 13572MT and

2. CWC Akola – II – 19152 MT.

(c): Digital initiatives, including Depot Darpan, Integrated Information System for Foodgrains Management Rapid Reporting Service and Anna Darpan, have been implemented to strengthen inventory management and prevent leakage/diversion of foodgrains. Through Anna darpan, the stock position is updated in real time, thereby preventing diversion and manipulation of stocks. Further pilot depots have been selected under the SMART warehousing that aims to realise the potential of Internet of Things (IoT) technology to monitor and to track storage conditions and enable timely corrective action.

(d) and (e): Department of Food and Public Distribution (DFPD) is augmenting its storage capacity by creating capacities through Food Corporation of India (FCI).

FCI is modernising the foodgrain storage infrastructure in the State of Maharashtra through the construction of modern steel silos in a phased manner.

Under Phase-I, a steel silo with a capacity of 1.25 LMT is under construction at FSD Borivali, Maharashtra, and is likely to be completed by December 2026.

Under Phase-II, construction of steel silos with a total proposed capacity of

3.875 LMT at six locations in the State of Maharashtra has been planned. **(List attached at STATEMENT-II).**

STATEMENT -I

The details of modern Silo capacity has been created upto FY 2026-27

YEAR	S.N.	State	Location	Capacity (LMT)	Year/Date of completion
FY 2023-24	1	Haryana	Panipat	0.50	25.05.2023
	2	Haryana	Rohtak	0.50	18.06.2023
	3	Gujarat	Amreli (Liliya)	0.50	13.10.2023
	4	Punjab	Sangrur*	1.00	01.12.2023
	5	Bihar	Darbhanga	0.50	28.02.2024
			Total	**3.00**	
FY 2024-25	6	Punjab	Sahnewal	0.50	01.05.2024
	7	Bihar	Samastipur	0.50	09.05.2024
	8	Gujarat	Baroda	0.50	10.05.2024
	9	Punjab	Chhehretta	0.50	13.06.2024
	10	Punjab	Batala	0.50	14.06.2024
	11	Uttar Pradesh	Basti	0.50	24.09.2024
			Total	**3.00**	
FY 2025-26	12	Bihar	Buxar	0.50	23.04.2025
	13	Rajasthan	CAP Alwar	0.75	06.05.2025
	14	Bihar	Khagaria	0.50	02.06.2025

	15	Uttar Pradesh	Sandila	0.75	10.06.2025
	16	Punjab	BG Malout	1.50	16.06.2025
	17	West Bengal	Balurghat	0.50	16.06.2025
	18	Bihar	Katihar (II)	0.50	18.06.2025
	19	Uttar Pradesh	FSD Dhamora	0.25	20.08.2025
	20	Uttar Pradesh	Harduaganj	0.50	15.09.2025
	21	Uttar Pradesh	Fatehpur	0.50	05.12.2025
	22	Bihar	Kaimur	0.50	15.12.2025
	23	Uttar Pradesh	Lalpur	1.00	Dec-2025/19.03.2026
	24	Bihar	Purnea	0.50	26.12.2025
	25	Haryana	Palwal	0.25	Dec-2025/31.03.2026
	26	Bihar	Begusarai	0.50	12.03.2026
	27	Uttar Pradesh	Lucknow	0.50	Feb-2026/24.06.2026
	28	Uttar	Chandari	1.25	Mar-2026

		Pradesh			
	29	West Bengal	Murshidabad	0.50	Mar-2026
	30	Gujarat	Wadhvan	0.25	Mar-2026
	31	Gujarat	Wankaner	0.25	Mar-2026/07.04.2026
	32	Uttar Pradesh	Pilibhit	0.50	Mar-2026
	33	Uttar Pradesh	Sitapur	0.25	Mar-2026/28.04.2026
	34	Uttar Pradesh	Auraiya	0.25	Mar-2026
	35	Haryana	Assandh	0.25	Mar-2026
	36	Haryana	Gharundha	0.25	Mar-2026
	37	Haryana	Samalkhan	0.25	Mar-2026
	38	Haryana	Fatehabad	0.25	Mar-2026
	39	Haryana	Safidon	0.25	Mar-2026
			Total	**14.00**	
FY 2026-27	40	Uttar Pradesh	Lakhimpur	0.50	May-2026
	41	Uttar Pradesh	Unnao	0.25	May-2026/09.06.2026

	42	Uttar Pradesh	Amethi	0.25	May-2026/09.06.2026
	43	Uttar Pradesh	Kanpur Dehat	0.25	May-2026
	44	Uttar Pradesh	Farrukhabad	0.25	May-2026
	45	Haryana	Bhuna	0.25	May-2026
			Total	**1.75**	

STATEMENT-II

The details of Silos under construction in Maharashtra is as under(Phase-I):-

S.N.	State/Region	Location	Capacity (in LMT)	Likely date of completion of silo facility.
1.	Maharashtra	FSD Borivali	1.25	Dec-26

Further, details of Silos proposed to constructed in Maharashtra is as under(Phase-II):-

DBFOO Maharashtra-1					
Sl. No	**State**	**Mode**	**Location**	**Revenue District**	**Capacity in LMT**
1	Maharashtra	Spoke	Pune	Pune	1
2	Maharashtra	Spoke	Jalgaon	Jalgaon	0.75
3	Maharashtra	Spoke	Palghar	Palghar	0.5
DBFOO Maharashtra-2					
Sl. No	**State**	**Mode**	**Location**	**Revenue District**	**Capacity in LMT**
1	Maharashtra	Spoke	Aurangabad	Aurangabad	0.75
2	Maharashtra	Spoke	Nanded	Nanded	0.5
3	Maharashtra	Spoke	Jalna	Jalna	0.375
				Total	3.875

PM-SGMBY IN KARNATAKA

597. SHRI B Y RAGHAVENDRA

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

(a) the salient features and progress made under the Pradhan Mantri-Surya Ghar Muft Bijli Yojana (PM-SGMBY) since its launch;

(b) the details of applications received, rooftop solar installations completed, total rooftop solar capacity installed and Central Financial Assistance disbursed under the Yojana, State and district-wise particularly in Karnataka;

(c) the number of applications received, approved, pending and installations completed under the Yojana in Karnataka along with the steps taken by the Government in coordination with Distribution Companies (DISCOMs) to facilitate timely technical approvals, net-metering and subsidy disbursal;

(d) the progress made in the identification and development of Model Solar Villages under the Yojana along with the list of villages identified in Karnataka and the Central assistance sanctioned; and

(e) the steps taken by the Government to expand the registered vendor ecosystem, facilitate affordable financing including collateral-free loans, strengthen consumer awareness and accelerate rooftop solar adoption?

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

(a) to (e) The Ministry of New and Renewable Energy (MNRE) has been

implementing the PM Surya Ghar: Muft Bijli Yojana (PMSG: MBY) since February 2024, aiming to install rooftop solar (RTS) systems in one crore residential households across the country by FY 2026–27 with total financial outlay of Rs. 75021 Cr.

The PMSG: MBY is a demand-driven scheme wherein all residential consumers in the country, having a grid-connected electricity connection with the local DISCOM, can avail the benefits of the scheme, for installation of RTS systems by applying on the National Portal (www.pmsuryaghar.gov.in) of the scheme.

Under the scheme, since its launch in February 2024, a total of 39,38,805 RTS systems have been installed benefitting 47,64,657 households and amount of 27,323.55 crore has been disbursed as Central Financial Assistance (CFA) to the beneficiaries of the scheme across the country, as on 20.07.2026. The state/UT wise details are given at **STATEMENT- I.**

Similarly, in the state of Karnataka, a total of 22,519 RTS systems have been installed benefitting 34,180 households and amount of 163.44 crore has been disbursed as CFA to the beneficiaries of the scheme. The district wise details are given at **STATEMENT- II.**

To increase the installation rate and promote adoption of the scheme across the country, including the state of Karnataka, the Ministry has taken the following measures:

- Online process from application to disbursal of subsidy directly into the bank account of the residential consumer through the National Portal.

- Availability of collateral-free loan from nationalized banks at a concessional interest rate of repo-rate plus 50 bps, i.e., 5.75% per annum for the present, with a tenure of 10 years.
- 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.
- Capacity building and training programmes being conducted for creating skilled manpower.
- 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.
- Conducting regional review meetings from time to time.
- 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.

Under the Model Solar Village (MSV) component of PMSG: MBY, the MSVs have been declared in 12 districts of Karnataka as per list given below:

S. No.	District	Name of MSV declared
1.	Mysuru	Varkodu
2.	Mandya	Arkere
3.	Chamarajanagar	Haradanahalli
4.	Kodagu	Kudu Mangaluru
5.	Hassan	Hale Beedu
6.	Dakshina Kannada	Putige
7.	Udupi	Kottathattu
8.	Chikkamagaluru	Sakharayapatna
9.	Raichur	Deosugur
10.	Ballari	Yeswanthanagar

11.	Koppal	Hintal
12.	Vijayanagar	Hosahalli

Till 20.7.2026, an amount of Rs. 20 lakh has been sanctioned as service charges to the MSV Implementing Agency of the state of Karnataka.

STATEMENT - I

The state/UT wise details of progress made under the PMSG: MBY across the country

(As on 20.07.2026)

S No.	State	Application (Nos)	Installation (Nos.)	Households Covered (Nos.)	Solar Installed Capacity in MW	Subsidy Released (Rs. in cr.)
1	Gujarat	1164293	755882	1094168	2831.86	5597.04
2	Maharashtra	1432463	679303	1060703	2494.04	5017.02
3	Uttar Pradesh	1151129	684592	692256	2307.77	4652.73
4	Kerala	412990	299065	305911	1158.89	2043.61
5	Rajasthan	449733	265022	273833	1022.10	1815.39
6	Andhra Pradesh	917804	236286	240768	740.68	1352.11
7	Madhya Pradesh	220489	152698	157791	571.13	1095.26

8	Assam	467021	156204	156932	514.53	1139.93
9	Odisha	292940	135284	136356	343.52	692.34
10	Haryana	193044	111405	120995	365.49	730.11
11	Tamil Nadu	103282	83906	99321	303.63	576.66
12	Uttarakhand	141154	94769	95133	341.34	719.59
13	Chhattisgarh	190125	79777	82243	285.10	493.39
14	Telangana	86355	53397	68801	196.85	325.11
15	JandK	92072	38473	38626	137.74	298.93
16	Karnataka	60973	22519	34180	91.64	163.44
17	Bihar	85588	23732	24374	85.74	160.87
18	Punjab	27123	16947	16956	75.48	110.07
19	NCT of Delhi	49018	10282	15086	45.53	70.82
20	Himachal Pradesh	17425	11604	11630	39.81	87.00
21	Meghalaya	1303	58	9304	0.18	0.31
22	Puducherry	6314	4624	4701	16.45	31.31
23	Goa	4666	3307	4548	27.21	22.58
24	Tripura	8361	4349	4361	14.92	32.52
25	Jharkhand	11302	3166	3396	13.33	21.20
26	West Bengal	44625	2834	2941	9.35	8.43
27	Ladakh	2619	1997	1997	6.61	14.94
28	Manipur	3212	1499	1499	5.82	11.38

29	Chandigarh	1709	1358	1358	5.56	8.28
30	Mizoram	1521	1327	1330	5.35	10.43
31	Lakshadweep	1371	1176	1176	3.94	9.77
32	DNHandDD	3498	1087	1087	2.95	5.40
33	Nagaland	902	431	431	1.45	2.71
34	AandN Islands	684	387	407	1.26	2.46
35	Sikkim	177	57	57	0.19	0.37
36	Arunachal Pradesh	83	1	1	0.00	0.01
	Total	**76,47,368**	**39,38,805**	**47,64,657**	**14,067.43**	**27,323.55**

STATEMENT - II

The district wise details of progress made under the PMSG: MBY in the state of Karanataka

(As on 20.07.2026)

S No.	District	Application (Nos)	Installation (Nos.)	Households Covered (Nos.)	Subsidy Released (Rs. in Cr.)
1	Bagalkote	1090	501	501	3.56
2	Ballari	895	281	281	2.01
3	Belagavi	2843	1093	1179	7.36
4	Bengaluru Rural	3126	552	552	3.70
5	Bengaluru Urban	17583	8151	18193	63.90
6	Bidar	428	109	110	0.73
7	Chamarajanagar	166	76	76	0.51
8	Chikkaballapura	3312	66	66	0.35
9	Chikkamagaluru	1647	197	197	1.37
10	Chitradurga	1879	176	176	1.14
11	Dakshina Kannada	3631	2708	3008	19.80
12	Davangere	3082	348	924	2.13

13	Dharwad	1115	766	766	5.42
14	Gadag	316	148	148	1.05
15	Hassan	953	245	245	1.56
16	Haveri	571	152	152	1.06
17	Kalaburagi	736	282	282	1.98
18	Kodagu	325	203	203	1.35
19	Kolar	2324	114	114	0.71
20	Koppal	900	142	142	0.93
21	Mandya	962	198	238	1.30
22	Mysuru	2954	1819	2343	12.35
23	Raichur	755	245	246	1.60
24	Ramanagara	624	64	64	0.38
25	Shivamogga	2050	725	815	5.11
26	Tumakuru	1924	358	358	2.28
27	Udupi	2273	1675	1675	12.04
28	Uttara Kannada	1082	653	653	4.55
29	Vijayanagara	343	165	166	1.03
30	Vijayapura	909	284	284	2.00
31	Yadgir	175	23	23	0.16
	Total	**60,973**	**22,519**	**34,180**	**163.44**

पश्चिमी राजस्थान में संभावित पोटाश खनिज भंडार

598. श्री कुलदीप इंदौराः

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

(क) क्या सरकार को श्रीगंगानगर और हनुमानगढ़ जिलों सहित पश्चिमी राजस्थान के कुछ क्षेत्रों में संभावित पोटाश खनिज भंडारों की जानकारी है;

(ख) यदि हां, तो उक्त क्षेत्रों में अब तक किए गए भूवैज्ञानिक सर्वेक्षणों और अन्वेषणों के आधार पर पोटाश के अनुमानित भंडारों का ब्यौरा क्या है तथा चिह्नित किए गए स्थानों का ब्यौरा क्या है;

(ग) क्या उक्त संभावित पोटाश भंडारों के उत्खनन के लिए किसी खनन ब्लॉक की नीलामी की गई है या कोई नीलामी प्रक्रिया प्रस्तावित है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या सरकार पोटाश उर्वरक आयात पर देश की निर्भरता को कम करने और उक्त भंडारों के विकास के माध्यम से क्षेत्रीय औद्योगिक विकास तथा रोजगार सृजन को बढ़ावा देने के लिए कोई विशिष्ट योजना तैयार कर रही है; और

(ङ) उक्त परियोजनाओं के कार्यान्वयन की संभावित समय-सीमा का ब्यौरा क्या है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) और (ख): राजस्थान में पोटाश के संसाधनों का स्थान-वार ब्यौरा **विवरण** में दिया गया है।

(ग): सरकार ने राजस्थान के हनुमानगढ़ जिले में समेकित लाइसेंस प्रदान करने के लिए पोटाश के दो ब्लॉकों की नीलामी की है। विवरण निम्नानुसार हैं:

क्र.सं.	ब्लॉक का नाम	सामग्री	वर्ष
1.	झंडावली-सतीपुरा अमलगमेटेड पोटाश और हैलाइट ब्लॉक, हनुमानगढ़, राजस्थान	पोटाश और हैलाइट	2025-26
2.	जोर्कियान-सतीपुरा-खुंजा अमलगमेटेड पोटाश और हैलाइट ब्लॉक, हनुमानगढ़, राजस्थान	पोटाश और हैलाइट	2025-26

(घ) और (ङ): खनिज ब्लॉक की नीलामी के पश्चात्, अधिमान्य बोलीदाता आगे के गवेषण, व्यवहार्यता और आर्थिक व्यवहार्यता संबंधी अध्ययन करता है। क्षेत्रीय औद्योगिक विकास, रोजगार सृजन आदि ऐसे अध्ययनों के बाद शुरू किए गए खनन संबंधी प्रचालनों पर निर्भर करतें हैं।

विवरण

राजस्थान राज्य में स्थापित पोटाश संसाधनों का स्थानवार ब्यौरा

क्र.सं.	जिला	ब्लॉक	यूएनएफसी स्टेज	संसाधन (मिलियन टन में)
1.	बीकानेर	हंसेरान	जी4	16.13
2.	बीकानेर	लाखासर	जी3	108.98
3.	बीकानेर	लाखासर उप-बेसिन	जी3	25.94
4.	बीकानेर	लाखासर पूर्व	जी3	24.76
5.	फाजिल्का, श्री मुक्तसर साहिब (पंजाब), श्रीगंगानगर (राजस्थान)	फाजिल्का, श्री मुक्तसर साहिब और श्रीगंगानगर	जी4	194.58
6.	हनुमानगढ़	भरुसरी उत्तर	जी3	5.84
7.	हनुमानगढ़	भरुसरी उप-बेसिन	जी3	12.83
8.	हनुमानगढ़	बावरियावाली ढाणी दक्षिण पूर्व	जी3	4.03
9.	हनुमानगढ़	चिश्तियां साउथ	जी2	6.61
10.	हनुमानगढ़	धनकोवाली ढाणी उत्तर	जी3	74.22
11.	हनुमानगढ़	झंडावाली नॉर्थ	जी3	8.24
12.	हनुमानगढ़	जोरकियां साउथ	जी3	17.77

13.	हनुमानगढ़	जाखंरावाली	जी4	3.39
14.	हनुमानगढ़	झंडावाली साउथ	जी3	9.51
15.	हनुमानगढ़	खुंजा उत्तर पश्चिम	जी3	12.39
16.	हनुमानगढ़	मक्कासर	जी3	7.61
17.	हनुमानगढ़	मक्कासर नॉर्थ	जी3	11.35
18.	हनुमानगढ़	नई बस्ती	जी3	6.16
19.	हनुमानगढ़	सतीपुरा उप-बेसिन	जी3	133.07
20.	हनुमानगढ़	चिश्तियां	जी3	15.38
21.	हनुमानगढ़	जोरकियां नॉर्थ	जी3	5.43

पीडीएस के तहत खाद्यान्न

599. श्री दर्शन सिंह चौधरी:

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

(क) क्या सरकार को इस बात की जानकारी है कि देश के कुछ हिस्सों में सार्वजनिक वितरण प्रणाली (पीडीएस) के तहत खाद्यान्न के वितरण में गड़बड़ी, अनियमितताओं और अपात्र लाभार्थियों को लाभ मिलने जैसी शिकायतें लगातार प्राप्त हो रही हैं;

(ख) क्या सरकार द्वारा पीडीएस की प्रभावशीलता बढ़ाने, पारदर्शिता सुनिश्चित करने तथा लीकेज और भ्रष्टाचार पर प्रभावी ढंग से नियंत्रण लगाने के लिए आधार सत्यापन, ई-पीओएस मशीनों, एंड-टू-एंड कंप्यूटरीकरण, जीपीएस ट्रैकिंग और अन्य डिजिटल प्रणालियों का विस्तार किया जा रहा है;

(ग) पिछले तीन वर्षों के दौरान पीडीएस में अनियमितताओं के संबंध में प्राप्त शिकायतों, की गई जांच, दोषियों के खिलाफ की गई कार्रवाई और राज्यों को जारी किए गए दिशानिर्देशों का ब्यौरा

क्या है;

(घ) क्या सरकार लाभार्थियों को खाद्यान्न की समय पर और पारदर्शी आपूर्ति सुनिश्चित करने तथा गड़बड़ी को और कम करने के लिए किसी नई नीति या सुधारात्मक उपायों को लागू करने पर विचार कर रही है; और

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

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

(क) से (ङ): राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए), 2013 के अंतर्गत लक्षित सार्वजनिक वितरण प्रणाली (टीपीडीएस) का संचालन केंद्र सरकार और राज्य/संघ राज्य क्षेत्र सरकारों की संयुक्त जिम्मेदारी के तहत किया जाता है। केंद्र सरकार खाद्यान्न की खरीद, आवंटन और भारतीय खाद्य निगम के निर्दिष्ट डिपो तक परिवहन के लिए जिम्मेदार है। राज्यों/संघ राज्य क्षेत्रों के भीतर खाद्यान्न के आवंटन, पात्र लाभार्थियों की पहचान, उन्हें राशन कार्ड जारी करना, टीपीडीएस के तहत पात्र लाभार्थियों को खाद्यान्न का वितरण, उचित दर दुकानों के डीलरों को लाइसेंस जारी करना, एफपीएस के कामकाज की निगरानी और पर्यवेक्षण आदि की परिचालन संबंधी जिम्मेदारियां संबंधित राज्य/संघ राज्य सरकारों के पास हैं।

सार्वजनिक वितरण प्रणाली (पीडीएस) से संबंधित शिकायतों के निवारण और लाभार्थियों द्वारा किसी भी प्रकार की शिकायत दर्ज करने के लिए सभी राज्यों/संघ राज्य क्षेत्रों में हेल्पलाइन नंबर 1967/1800 - राज्य श्रृंखला नंबर चालू है। पीडीएस से संबंधित शिकायतें, जिनमें गबन, अनियमितताएं और अपात्र लाभार्थियों को लाभ मिलना शामिल हैं, जब भी किसी भी स्रोत से इस विभाग को प्राप्त होती हैं, तो उन्हें संबंधित राज्य/संघ राज्य क्षेत्र सरकारों को जांच और उचित कार्रवाई के लिए भेजा जाता है।

टीपीडीएस (नियंत्रण) आदेश, 2015 के प्रावधानों का उल्लंघन करने पर आवश्यक वस्तु

अधिनियम, 1955 के तहत दंडात्मक कार्रवाई की जा सकती है। इस प्रकार, यह आदेश राज्य/संघ राज्य क्षेत्र सरकारों को इन आदेशों के प्रासंगिक प्रावधानों के उल्लंघन के मामले में दंडात्मक कार्रवाई करने का अधिकार देता है।

सार्वजनिक वितरण तंत्र के आधुनिकीकरण और उसकी प्रभावशीलता बढ़ाने के लिए उठाए गए कदमों का विवरण इस प्रकार है:

i. डिजिटलीकरण और आधार सीडिंग: सभी राज्यों/संघ राज्य क्षेत्रों में राशन कार्ड/लाभार्थी डेटाबेस 100% डिजिटल कर दिया गया है; 99.7% राशन कार्ड आधार से जुड़े हुए हैं, जिससे फर्जी/डुप्लिकेट कार्डों की समस्या समाप्त हो गई है।

ii. पारदर्शिता और शिकायत निवारण: सभी राज्यों/संघ राज्य क्षेत्रों में पारदर्शिता पोर्टल और ऑनलाइन शिकायत निवारण/टोल-फ्री हेल्पलाइन चालू हैं।

iii. ऑनलाइन आवंटन और आपूर्ति श्रृंखला का कम्प्यूटरीकरण: सभी राज्यों/संघ राज्य क्षेत्रों में ऑनलाइन आवंटन लागू किया गया है; 31 राज्यों/संघ राज्य क्षेत्रों में आपूर्ति श्रृंखला का कम्प्यूटरीकरण किया गया है (चंडीगढ़, पुडुचेरी और दादरा एवं नगर हवेली के शहरी क्षेत्रों को छोड़कर, जिन्होंने डीबीटी नकद अंतरण को अपनाया है)।

iv. एफपीएस स्तर पर ई-पीओएस आधारित आधार प्रमाणीकरण: 5.51 लाख उचित दर दुकानों में से 5.50 लाख (99.8%), ई-पीओएस उपकरणों से स्वचालित हैं, जो वितरण बिंदु पर लाभार्थियों के बायोमेट्रिक प्रमाणीकरण को सुनिश्चित करते हैं और हेराफेरी पर अंकुश लगाते हैं।

v. एक राष्ट्र एक राशन कार्ड: सभी 36 राज्यों/संघ राज्य क्षेत्रों में राष्ट्रव्यापी पोर्टेबिलिटी लागू की गई है, जिसमें सभी पीएमजीकेएवाई लाभार्थियों को शामिल किया गया है; आज तक 221 करोड़ से अधिक पोर्टेबिलिटी लेनदेन दर्ज किए गए हैं, जिससे बहिष्करण और पात्रता दावों की पुनरावृत्ति में कमी आई है।

इसके अलावा, खाद्य एवं सार्वजनिक वितरण विभाग के पर्यवेक्षण में भारतीय खाद्य निगम

(एफसीआई) ने सड़क परिवहन ठेकेदारों (आरटीसी) के माध्यम से खाद्यान्न के परिवहन के लिए प्रेषण डिपो से लेकर प्राप्ति डिपो तक एक सुदृढ़ निगरानी तंत्र विकसित किया है। इस संबंध में, एक जीपीएस-सक्षम लाइव ट्रैकिंग समाधान, यानी वाहन स्थान ट्रैकिंग प्रणाली (वीएलटीएस), को विकसित किया गया है ताकि परिवहन के दौरान (रेल और सड़क दोनों) खाद्यान्न की ई-निगरानी की जा सके और रास्ते में खाद्यान्न की चोरी की संभावना को भी कम किया जा सके।

SILO MODERNISATION SCHEME

600. SHRI RAHUL GANDHI:

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

(a): the total number of silo contracts awarded under the Hub and Spoke Silo Modernisation Scheme of the Food Corporation of India (FCI), the distinct entities to whom they were awarded, the number and value of contracts secured by each entity, phase-wise;

(b): the number of silo projects bundled together in each tender and the location and capacity of silos awarded under the said scheme, tender-wise and company-wise;

(c): whether FCI had originally proposed restricting the award of more than one silo project bundle to a single bidder under the said scheme and if so, the reasons recorded by FCI for this restriction;

(d): whether the said restriction and the technical-experience eligibility

criterion were removed following the 108th Public Private Partnership Appraisal Committee meeting and if so, the reasons therefor; and

(e): whether the Government undertook any independent or expert consultation on the risk of market concentration before removing the said restriction 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) and (b): The list of silos awarded under Hub and Spoke Phase-I (DBFOT and DBFOO) and Hub and Spoke Phase-II (DBFOO) is attached as **STATEMENT-I.**

The number and value of contracts secured by each entity, phase-wise are attached as **STATEMENT-II.**

(c): Yes, based on stakeholder's conference held to gauge the market perception, internal examination and views of consultant, FCI proposed for restriction on number of bundle to be awarded to a bidder be kept at 01 (one) for DBFOT projects.

(d): Yes, during discussion on DBFOO Phase-I Project, in the 108th PPPAC meeting, regarding removal of restriction on number of projects to be awarded to the single bidder, NITI Aayog was of the view that against the storage gap of around 240 LMT in the country, the total Silo storage capacity development envisaged was only around 111 LMT at 249 locations.

Out of these 249 locations, only 66 locations with 24.75 LMT capacity were envisaged in DBFOO Phase-I project. Hence, the presumption of concentrations and monopoly of storage capacity didn't appear to be well founded. Therefore, in order to get financially sound bids (such, that allow bidders to quote taking into consideration economies of scale) and in the interest of competition and letting market forces prevail, no restriction on number of projects that can be bidded/awarded to a single entity was kept.

Further, Department of Economic Affairs (DEA) was of the view that Projects under DBFOO mode are sizeable in terms of number of locations, storage capacity and the Total Project Cost. And, as per the information available, there were not many players in this field, at that time.

Therefore, it was suggested by DEA that Minimum Eligibility Qualification/ shortlisting of bidders should be only based on the Financial Capacity. This will widen the bidding universe to include financial sector players also, who may not possess the necessary technical experience but have the requisite financial strength for implementing the projects, thus improving the biddability of the projects.

In view of the above mentioned suggestions and detailed brainstorming, the said restriction and the technical-experience eligibility criterion were removed.

(e): No.

STATEMENT-I

The list of silos awarded under Hub and Spoke Phase-I (DBFOT and DBFOO) and Hub and Spoke Phase-II (DBFOO)

Hub and Spoke Phase-I DBFOT Model							
S. No.	**Location**	**State**	**Mode**	**Capacity (MTs)**	**Date of Tender**	**Name of Bidder**	**Bundle**
1	Katihar	Bihar	DBFOT	50000	26.04.2022	Adani Agri Logistics Ltd.	Project-I
2	FSD Gonda	Uttar Pradesh	DBFOT	100000	26.04.2022	Adani Agri Logistics Ltd.	
3	Sandila	Uttar Pradesh	DBFOT	75000	26.04.2022	Adani Agri Logistics Ltd.	
4	FSD Chandari	Uttar Pradesh	DBFOT	125000	26.04.2022	Adani Agri Logistics Ltd.	
S. No.	**Location**	**State**	**Mode**	**Capacity (MTs)**	**Date of Tender**	**Name of Bidder**	**Bundle**
1	FSD Gandhidham	Gujarat	DBFOT	37500	26.04.2022	KCC Infra Pvt Ltd	Project-II
2	FSD Wadhvan	Gujarat	DBFOT	25000	26.04.2022	KCC Infra Pvt Ltd	
3	FSD Wankaner	Gujarat	DBFOT	25000	26.04.2022	KCC Infra Pvt Ltd	
4	FSD Borivali	Maharashtra	DBFOT	125000	26.04.2022	KCC Infra Pvt Ltd	
S. No.	**Location**	**State**	**Mode**	**Capacity (MTs)**	**Date of Tender**	**Name of Bidder**	**Bundle**
1	FSD Roza	Uttar Pradesh	DBFOT	50000	26.04.2022	Marathon Realty Pvt Ltd.	Project-III
2	Lalpur	Uttar Pradesh	DBFOT	100000	26.04.2022	Marathon Realty Pvt Ltd.	
3	FSD Khurja	Uttar Pradesh	DBFOT	50000	26.04.2022	Marathon Realty Pvt Ltd.	
4	FSD Dhamora	Uttar Pradesh	DBFOT	25000	26.04.2022	Marathon Realty Pvt Ltd.	
S. No.	**Location**	**State**	**Mode**	**Capacity (MTs)**	**Date of Tender**	**Name of Bidder**	**Bundle**
1	BG Malout	Punjab	DBFOT	150000	26.04.2022	Leap India Food and Logistics Limited	Project-IV
2	CAP Alwar	Rajasthan	DBFOT	75000	26.04.2022	Leap India Food and Logistics Limited	
Grand Total				**10,12,500**			

Hub and Spoke Phase-I DBFOO Model							
S. No.	**Location**	**State**	**Mode**	**Capacity (MTs)**	**Date of Tender**	**Name of Bidder**	**Bundle**
1	Dirba	Punjab	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	Project-I
2	Khanauri	Punjab	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
3	Patiala	Punjab	DBFOO	50,000	21.06.2022	Adani Agri Logistics Ltd.	
4	Samana	Punjab	DBFOO	75,000	21.06.2022	Adani Agri Logistics Ltd.	
5	Patran	Punjab	DBFOO	75,000	21.06.2022	Adani Agri Logistics Ltd.	
6	Mehalkalan	Punjab	DBFOO	37,500	21.06.2022	Adani Agri Logistics	

						Ltd.	
7	Sehna	Punjab	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
8	Tapa	Punjab	DBFOO	37,500	21.06.2022	Adani Agri Logistics Ltd.	
9	Dhanaula	Punjab	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
10	Jaito	Punjab	DBFOO	50,000	21.06.2022	Adani Agri Logistics Ltd.	
11	Faridkot	Punjab	DBFOO	75,000	21.06.2022	Adani Agri Logistics Ltd.	
12	Sadiq	Punjab	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
13	Payal	Punjab	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	

14	Macchiwara	Punjab	DBFOO	37,500	21.06.2022	Adani Agri Logistics Ltd.	
15	Khanna	Punjab	DBFOO	37,500	21.06.2022	Adani Agri Logistics Ltd.	
16	Ludhiana	Punjab	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
17	Bariwala	Punjab	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
18	Killanwali	Punjab	DBFOO	37,500	21.06.2022	Adani Agri Logistics Ltd.	
19	Panniwala	Punjab	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
20	Mehrajwala	Punjab	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
21	Muktsar	Punjab	DBFOO	1,00,000	21.06.2022	Adani Agri	

						Logistics Ltd.	
22	Bhaliana	Punjab	DBFOO	37,500	21.06.2022	Adani Agri Logistics Ltd.	
23	Gidderbaha	Punjab	DBFOO	50,000	21.06.2022	Adani Agri Logistics Ltd.	
24	Abohar	Punjab	DBFOO	50,000	21.06.2022	Adani Agri Logistics Ltd.	
25	Dhuri	Punjab	DBFOO	50,000	21.06.2022	Adani Agri Logistics Ltd.	
26	Moonak	Punjab	DBFOO	37,500	21.06.2022	Adani Agri Logistics Ltd.	

S. No.	Location	State	Mode	Capacity (MTs)	Date of Tender	Name of Bidder	Bundle
27	Purnea	Bihar	DBFOO	50,000	21.06.2022	Adani Agri Logistics Ltd.	Project-II
28	Araria	Bihar	DBFOO	50,000	21.06.2022	Adani Agri Logistics Ltd.	
29	Darbhanga	Bihar	DBFOO	50,000	21.06.2022	Adani Agri Logistics Ltd.	
30	Samastipur	Bihar	DBFOO	50,000	21.06.2022	Adani Agri Logistics Ltd.	
31	Begusarai	Bihar	DBFOO	50,000	21.06.2022	Adani Agri Logistics Ltd.	
32	Kishenganj	Bihar	DBFOO	50,000	21.06.2022	Adani Agri Logistics Ltd.	
33	Sitapur	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics	

						Ltd.	
34	Lakhimpur	Uttar Pradesh	DBFOO	50000	21.06.2022	Adani Agri Logistics Ltd.	
35	Bahraich	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	
36	Sultanpur	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	
37	Amethi	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	
38	Auraiya	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	
39	Balrampur	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	
40	Kanpur Dehat	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	

41	Ambedkar Nagar	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	
42	Farukkabad	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	
43	Raibareilly	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	
44	Shrawasti	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	
45	Sambhal	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	
46	Badayun	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	
47	Unnao	Uttar Pradesh	DBFOO	25000	21.06.2022	Adani Agri Logistics Ltd.	
48	Malda	West Bengal	DBFOO	25,000	21.06.2022	Adani Agri	

						Logistics Ltd.	
S. No.	**Location**	**State**	**Mode**	**Capacity (MTs)**	**Date of Tender**	**Name of Bidder**	**Bundle**
49	Banaskantha	Gujarat	DBFOO	62,500	21.06.2022	Adani Agri Logistics Ltd.	Project-III
50	Assandh	Haryana	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
51	Gharaunda	Haryana	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
52	Samalkhan	Haryana	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
53	Gohana	Haryana	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
54	Pilukhera	Haryana	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	

55	Uchana	Haryana	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
56	Safidon	Haryana	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
57	Fatehabad	Haryana	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
58	Ratia	Haryana	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
59	Bhuna	Haryana	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
60	Palwal	Haryana	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
61	Hodal	Haryana	DBFOO	25,000	21.06.2022	Adani Agri Logistics Ltd.	
62	Kathua	Jammu	DBFOO	75000	21.06.2022	Adani Agri	

						Logistics Ltd.	
63	Ujjain	Madhya Pradesh	DBFOO	75000	21.06.2022	Adani Agri Logistics Ltd.	
64	Dhar	Madhya Pradesh	DBFOO	50000	21.06.2022	Adani Agri Logistics Ltd.	
65	Guna	Madhya Pradesh	DBFOO	50000	21.06.2022	Adani Agri Logistics Ltd.	
66	Damoh	Madhya Pradesh	DBFOO	50000	21.06.2022	Adani Agri Logistics Ltd.	
Grand Total				**24,75,000**			

Hub and Spoke Phase-II DBFOO Model							
Sl. No.	**Location**	**Tender Name**	**Mode**	**Capacity (in MT)**	**Date of Tender**	**Name of Selected bidder**	**Bundle**
1	Muzaffarpur	Bihar 1	DBFOO	50,000	18.09.2024	Leap India Food and Logistics Private Limited	Project 1
2	Vaishali		DBFOO	25,000	18.09.2024		
3	Saran		DBFOO	25,000	18.09.2024		
4	Motihari	Bihar 2	DBFOO	50,000	18.09.2024	Leap India Food and Logistics Private Limited	Project 2
5	Siwan		DBFOO	25,000	18.09.2024		
6	Mehsana	Gujarat 1	DBFOO	50,000	18.09.2024	Leap India Food and Logistics Private Limited	Project 3
7	Bharuch		DBFOO	37,500	18.09.2024		
8	Anand		DBFOO	75,000	18.09.2024		
9	Narmada		DBFOO	25,000	18.09.2024		
10	Surat	Gujarat 2	DBFOO	1,00,000	18.09.2024	Sabina Arora	Project 4

11	Valsad		DBFOO	37,500	18.09.2024		
12	Navasari		DBFOO	37,500	18.09.2024		
13	Pune	Maharashtra 1 (Terminated)	DBFOO	1,00,000	18.09.2024	SAR Transport Systems Private Limited	Project 5
14	Jalgaon		DBFOO	75,000	18.09.2024		
15	Palghar		DBFOO	50,000	18.09.2024		
16	Aurangabad	Maharashtra 2 (Terminated)	DBFOO	75,000	18.09.2024	SAR Transport Systems Private Limited	Project 6
17	Nanded		DBFOO	50,000	18.09.2024		
18	Jalna		DBFOO	37,500	18.09.2024		
19	Between Bathinda and Rampuraphul	Punjab 1 (Terminated)	DBFOO	50,000	18.09.2024	Leap India Food and Logistics Private Limited	Project 7
20	Bhuchchu		DBFOO	37,500	18.09.2024		
21	Maur		DBFO	50,000	18.09.2024		

			O				
22	Goniana		DBFO O	50,000	18.09.2024		
23	Budhlada	Punjab 2	DBFO O	50,000	18.09.2024	Leap India Food and Logistics Private Limited	Project 8
24	Mansa		DBFO O	25,000	18.09.2024		
25	Bhikhi		DBFO O	50,000	18.09.2024		
26	Sardulgarh		DBFO O	50,000	18.09.2024		
27	Bareta		DBFO O	25,000	18.09.2024		
28	Phillaur	Punjab 3	DBFO O	50,000	18.09.2024	Leap India Food and Logistics Private Limited	Project 9
29	Dudhan		DBFO O	50,000	18.09.2024		
30	Muktsar		DBFO O	50,000	18.09.2024		
31	Moga	Punjab 4	DBFO O	50,000	18.09.2024	Leap India Food and	Project 10
32	Shakot		DBFO	25,000	18.09.2024		

			O			Logistics	
33	Zira		DBFOO	50,000	18.09.2024	Private Limited	
34	Dharamkot		DBFOO	50,000	18.09.2024		
35	Sriganganagar	Rajasthan 1	DBFOO	50,000	18.09.2024	Sabina Arora	Project 11
36	Srivijaynagar		DBFOO	25,000	18.09.2024		
37	Hanumangarh Jn.		DBFOO	50,000	18.09.2024		
38	Sangaria		DBFOO	25,000	18.09.2024		
39	Jodhpur	Rajasthan 2	DBFOO	25,000	18.09.2024	Shri Karni Traders	Project 12
40	Udaipur		DBFOO	25,000	18.09.2024		

41	Rajsamand		DBFOO	25,000	18.09.2024		
42	Faizabad	Uttar Pradesh	DBFOO	50,000	18.09.2024	Leap India Food and Logistics	Project 13
43	Azamgarh		DBFOO	1,00,000	18.09.2024		
44	Mau		DBFOO	25,000	18.09.2024		

		1				Private Limited	
45	Prayagraj	Uttar Pradesh 2	DBFOO	1,00,000	18.09.2024	Leap India Food and Logistics Private Limited	Project 14
46	Pratapgarh		DBFOO	50,000	18.09.2024		
47	Alipurduar	West Bengal 1	DBFOO	25,000	18.09.2024	Leap India Food and Logistics Private Limited	Project 15
48	Coochbehar		DBFOO	50,000	18.09.2024		
49	Jangipur	West Bengal 2	DBFOO	75,000	18.09.2024	Leap India Food and Logistics Private Limited	Project 16
50	Birbhum		DBFOO	25,000	18.09.2024		
51	East Burdwan		DBFOO	25,000	18.09.2024		
52	West Midnapur	West Bengal 3	DBFOO	50,000	18.09.2024	Leap India Food and Logistics Private Limited	Project 17
53	East Midnapur		DBFOO	50,000	18.09.2024		
54	Jhargram		DBFOO	25,000	18.09.2024		

STATEMENT-II

The number and value of contracts secured by each entity, phase-wise

Hub and Spoke Phase-I (DBFOT and DBFOO)				
DBFOT- PHASE I				
Name of Project/Location	**Name of Region**	**Name of concessionaire**	**Capacity (in LMT)**	**Cost of Project**
Katihar	Bihar	M/s Adani Agri Logistics Ltd.	0.50	33
FSD Gonda	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	1.00	72
Sandila	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.75	44
FSD Chanda ri	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	1.25	87
FSD Gandhidham	Gujarat	M/s KCC Infra Private Limited	0.375	44
FSD Wadhvan	Gujarat	M/s KCC Infra Private Limited	0.25	24
FSD Wankan	Gujarat	M/s KCC Infra	0.25	24

er		Private Limited		
FSD Borivali	Maharashtra	M/s KCC Infra Private Limited	1.25	87
Lalpur	Uttar Pradesh	M/s Marathon Realty	1.00	56
FSD Roza	Uttar Pradesh	M/s Marathon Realty Pvt Ltd	0.50	47
FSD Dhamora	Uttar Pradesh	M/s Marathon Realty Pvt Ltd	0.25	24
FSD Khurja	Uttar Pradesh	M/s Marathon Realty Pvt Ltd	0.50	
CAP Alwar	Rajasthan	M/s Leap India Food and Logistics Private Limited in consortium with PSGG Technologies Private Limited	0.75	
	Punjab	M/s Leap India Food		104

BG Malout		and Logistics Private Limited in consortium with PSGG Technologies Private Limited	1.50	
DBFOO PHASE-1				
Killanwalli	Punjab	M/s Adani Agri Logistics Ltd.	0.375	
Gidderbaha	Punjab	M/s Adani Agri Logistics Ltd.	0.50	
Panniwala	Punjab	M/s Adani Agri Logistics Ltd.	0.25	
Bhaliana	Punjab	M/s Adani Agri Logistics Ltd.	0.375	
Samana	Punjab	M/s Adani Agri Logistics Ltd.	0.75	
Payal	Punjab	M/s Adani Agri Logistics Ltd.	0.25	
Sadiq	Punjab	M/s Adani Agri Logistics Ltd.	0.25	

Dhuri	Punjab	M/s Adani Agri Logistics Ltd.	0.50	880.63
Moonak	Punjab	M/s Adani Agri Logistics Ltd.	0.375	
Dirba	Punjab	M/s Adani Agri Logistics Ltd.	0.25	
Khanauri	Punjab	M/s Adani Agri Logistics Ltd.	0.25	
Patiala	Punjab	M/s Adani Agri Logistics Ltd.	0.50	
Patran	Punjab	M/s Adani Agri Logistics Ltd.	0.75	
Mehalkalan	Punjab	M/s Adani Agri Logistics Ltd.	0.375	
Sehna	Punjab	M/s Adani Agri Logistics Ltd.	0.25	
Tapa	Punjab	M/s Adani Agri Logistics Ltd.	0.375	
Dhanaula	Punjab	M/s Adani Agri Logistics Ltd.	0.25	

Jaito	Punjab	M/s Adani Agri Logistics Ltd.	0.50	
Faridkot	Punjab	M/s Adani Agri Logistics Ltd.	0.75	
Macchiwara	Punjab	M/s Adani Agri Logistics Ltd.	0.375	
Khanna	Punjab	M/s Adani Agri Logistics Ltd.	0.375	
Ludhiana	Punjab	M/s Adani Agri Logistics Ltd.	0.25	
Bariwala	Punjab	M/s Adani Agri Logistics Ltd.	0.25	
Mehrajwala	Punjab	M/s Adani Agri Logistics Ltd.	0.25	
Muktsar	Punjab	M/s Adani Agri Logistics Ltd.	1.00	
Abohar	Punjab	M/s Adani Agri Logistics Ltd.	0.50	

Samastipur	Bihar	M/s Adani Agri Logistics Ltd.	0.50	653.00
Kishenganj	Bihar	M/s Adani Agri Logistics Ltd.	0.50	
Purnea	Bihar	M/s Adani Agri Logistics Ltd.	0.50	
Begusarai	Bihar	M/s Adani Agri Logistics Ltd.	0.50	
Araria	Bihar	M/s Adani Agri Logistics Ltd.	0.50	
Darbhanga	Bihar	M/s Adani Agri Logistics Ltd.	0.50	
Lakhimpur	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.50	
Unnao	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	
Bahraich	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	
Balrampur	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	
Shrawasti	Uttar Pradesh	M/s Adani Agri	0.25	

		Logistics Ltd.		
Sambhal	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	
Amethi	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	
Auraiya	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	
Kanpur Dehat	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	
Raibareilly	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	
Sitapur	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	
Sultanpur	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	
Farukkabad	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	
Badayun	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	
Ambedkar Nagar	Uttar Pradesh	M/s Adani Agri Logistics Ltd.	0.25	

Malda	West Bengal	M/s Adani Agri Logistics Ltd.	0.25	
Banaskantha	Gujarat	M/s Adani Agri Logistics Ltd.	0.625	567.10
Assandh	Haryana	M/s Adani Agri Logistics Ltd.	0.25	
Gharaunda	Haryana	M/s Adani Agri Logistics	0.25	
Samalkhan	Haryana	M/s Adani Agri Logistics Ltd.	0.25	
Palwal	Haryana	M/s Adani Agri Logistics Ltd.	0.25	
Gohana	Haryana	M/s Adani Agri Logistics Ltd.	0.25	
Hodal	Haryana	M/s Adani Agri Logistics Ltd.	0.25	
Bhuna	Haryana	M/s Adani Agri Logistics Ltd.	0.25	
Pilukhera	Haryana	M/s Adani Agri Logistics Ltd.	0.25	
Safidon	Haryana	M/s Adani Agri	0.25	

		Logistics Ltd.		
Fatehabad	Haryana	M/s Adani Agri Logistics Ltd.	0.25	
Ratia	Haryana	M/s Adani Agri Logistics Ltd.	0.25	
Uchana	Haryana	M/s Adani Agri Logistics Ltd.	0.25	
Kathua	Jammu	M/s Adani Agri Logistics Ltd.	0.75	
Ujjain	Madhya Pradesh	M/s Adani Agri Logistics Ltd.	0.75	
Dhar	Madhya Pradesh	M/s Adani Agri Logistics Ltd.	0.50	
Guna	Madhya Pradesh	M/s Adani Agri Logistics Ltd.	0.50	
Damoh	Madhya Pradesh	M/s Adani Agri Logistics Ltd.	0.50	

HUB AND SPOKE MODEL (PHASE-II)					
Sl No.	**Name of Project**	**Centre**	**Capacity**	**Project Cost (in crore)**	**Name of Concessionaire**
1	Project 7 Punjab -01	Goniana	50,000	215.34	Leap India Food and Logistics Pvt Ltd
2		Bhuchu	37,500		
3		Maur	50,000		
4		Rampuraphul	50,000		
5	Project 15 West Bangal-1	Alipurdar	25,000	97.66	Leap India Food and Logistics Pvt Ltd
6		Coochbehar	50,000		
7	Project 16 West Bangal-2	Murshidabad	75,000	146.45	Leap India Food and Logistics Pvt Ltd
8		Birbhum	25,000		
9		East	25,000		

		Burdwan			
10	Project 3 Gujrat -1	Mehsana	50,000	174.17	Leap India Food and Logistics Pvt Ltd
11		Bharuch	37,500		
12		Anand	75,000		
13		Narmada	25,000		
14	Project 4 Gujrat -2	Surat	100,000	155.87	Sabina Arora, Consortium
15		Valsad	37,500		
16		Navasari	37,500		
17	Project 5 Maharashtra - 1	Pune	100,000	187.19	SAR Transport systems Pvt Ltd.
18		Jalgaon	75,000		
19		Palghar	50,000		
20	Project 6 Maharashtra - 2	Aurangabad	75,000	143.23	SAR Transport systems Pvt Ltd.

21		Nanded	50,000		
22		Jalna	37,500		
23	Project 11 Rajasthan -1	Sriganganagar	50,000	151.1	Sabina Arora, Consortium
24		Sriganganagar	25,000		
25		Hanumangarh	50,000		
26		Hanumangarh	25,000		
27	Project 12 Rajasthan -2	Jodhpur	25,000	92.82	Shree Karni Traders
28		Udaipur	25,000		
29		Rajsamand	25,000		
30	Project 13 Uttar Pradesh -01	Ayodhya	50,000	203.62	Leap India Food and Logistics Pvt Ltd
31		Azamgarh	100,000		
32		Mau	25,000		
33	Project 14 Uttar Pradesh -02	Prayagraj	50,000	150.57	Leap India Food and Logistics Pvt Ltd
34		Pratapgarh	100,000		
35	Project 17 West Bangal-	West Midnapur	50,000	142.27	Leap India Food and Logistics Pvt

	3				Ltd
36		East Midnapur	50,000		
37		Jhargram	25,000		
38	Project 1 Bihar-01	Muzaffarpur	50,000	128.46	Leap India Food and Logistics Pvt Ltd
39		Vaishali	25,000		
40		Chapra	25,000		

41	Project 2 Bihar-02	East Champaran	50,000	97.66	Leap India Food and Logistics Pvt Ltd
42		Siwan	25,000		
43	Project 8 Punjab -02	Budhlada	50000	217.81	Leap India Food and Logistics Pvt Ltd
44		Mansa	25000		
45		Bhikhi	50000		
46		Sardulgarh	50000		
47		Bareta	25000		
48	Project 9 Punjab 03	Jalandhar	50,000	155.93	Leap India Food and Logistics Pvt

					Ltd
49		Patiala	50,000		
50		Muktsar	50,000		
51	Project 10 Punjab -04	Moga	50,000	186.87	Leap India Food and Logistics Pvt Ltd
52		Jalandhar	25,000		
53		Firozpur	50,000		
54		Moga	50,000		
			2,512,500	**2647.02**	

SETTING UP OF 10 KW FM STATIONS

601. SHRI KOTA SRINIVASA POOJARY:

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

(a) whether the Government is aware that large parts of Chikkamagaluru District especially the Malnad and hilly areas are not covered by mobile network and villagers lack access to information on weather, education, market rates and Government schemes;

(b) if so, whether the Government has received any proposal/request for setting up of 10 KW FM Stations at Chikkamagaluru Dattapeeta, Koppa

Balgadi BSNL Tower and Mudigere Hand Post BSNL Tower in Chikkamagaluru District;

(c) if so, whether the Government proposes to sanction the said three 10 KW FM Stations to provide seamless information coverage to remote villages of Chikkamagaluru, Kadur, Tarikere, Belur, Koppa, Sringeri, N.R. Pura, Mudigere and Kalasa Taluks; and

(d) if so, the details thereof and the time by which the FM Stations are likely to be sanctioned and made operational?

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): Broadcasting Infrastructure and Network Development (BIND) scheme is a Central Sector Scheme for development, modernization and upgradation of broadcasting infrastructure of Doordarshan and Akashvani in the country. BIND scheme has been approved with a total outlay of ₹2539.61 crore for 2021-26. The scheme has been extended upto 31.03.2027.

The scheme includes setting up and modernization of transmitters and studios of Akashvani, expansion of DD Free Dish DTH platform and DD TV channels. It also includes upgrading production and transmission facilities.

Chikkamagaluru district is presently served by a 100 W FM Relay Transmitter at Sringeri, a 20 kW MW Transmitter (675 kHz) at Bhadravati covering the proposed locations and adjoining areas, and a 10 kW FM Transmitter at

Hassan covering other parts of the district. Establishment of new transmitters is an ongoing process. Schemes for new FM stations are formulated and implemented from time to time, depending upon need assessment, available resources, inter-se priority, feasibility and Government approval.

Residents of the district can access Doordarshan and Akashvani services through alternative platforms. DD Free Dish, Prasar Bharati's free-to-air DTH service, carries all Doordarshan channels and 48 Akashvani channels without any subscription fee. More than 260 Akashvani channels are available on the NewsOnAIR mobile app. Doordarshan and Akashvani channels are also available on WAVES OTT platform.

ऑप्टिकल फाइबर अवसंरचना/मोबाइल इंटरनेट सेवाएं

602. श्रीमती रूचि वीरा:

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

(क) क्या सरकार ने उत्तर प्रदेश के मुरादाबाद जिले के शहरी और ग्रामीण क्षेत्रों में विशेषकर गांवों और औद्योगिक क्षेत्रों में दूरसंचार संपर्क, ऑप्टिकल फाइबर अवसंरचना और मोबाइल इंटरनेट सेवाओं की उपलब्धता का आकलन किया है;

(ख) विगत तीन वर्षों के दौरान उक्त जिले में भारत नेट कार्यक्रम और अन्य डिजिटल कनेक्टिविटी योजनाओं के अंतर्गत जुड़ने वाली ग्राम पंचायतों, गांवों और सार्वजनिक संस्थानों का ब्यौरा क्या है;

(ग) क्या सरकार ने जिले में शिक्षा, ई-गवर्नेंस और वाणिज्यिक गतिविधियों को प्रभावित करने वाले दूरसंचार ब्लैक स्पॉट, कमजोर नेटवर्क कवरेज और इंटरनेट कनेक्टिविटी के मुद्दों की पहचान की है;

(घ) सेवा की गुणवत्ता की निगरानी के लिए क्या तंत्र अपनाया गया है और संपर्क से संबंधित शिकायतों का समयबद्ध निवारण किस तरह किया गया है; और

(ङ) सरकार द्वारा मुरादाबाद जिले में हाई-स्पीड ब्रॉडबैंड सेवाओं का विस्तार करने और दूरसंचार अवसंरचना को सुदृढ़ करने के लिए अन्य कौन-कौन से उपाय किए जाने का विचार है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) से (ङ) उत्तर प्रदेश के मुरादाबाद जिले में दिनांक 31.05.2026 की स्थिति के अनुसार मोबाइल कवरेज की स्थिति निम्नानुसार है:

जिले का नाम	**गांवों की संख्या**	**मोबाइल कवरेज वाले गांवों की संख्या**	**4जी मोबाइल कनेक्टिविटी वाले गांवों की संख्या**
मुरादाबाद	1164	1164	1164

पिछले तीन वर्षों (2023-26) के दौरान, मुरादाबाद जिले की 136 ग्राम पंचायतों को भारतनेट परियोजना के तहत जोड़ा गया था। जून 2026 तक, मुरादाबाद जिले की 589 ग्राम पंचायतों को भारतनेट परियोजना के तहत जोड़ा गया था।

भारतीय दूरसंचार विनियामक प्राधिकरण (ट्राई) क्यूओएस विनियमन 2024 में यथा निर्धारित विभिन्न सेवा गुणवत्ता मानकों के बेंचमार्क के आधार पर सेवा प्रदाताओं के लाइसेंस सेवा क्षेत्र-वार (एलएसए) प्रदर्शन की निगरानी करता है। इसके अलावा, दूरसंचार विभाग (डीओटी) के पास कनेक्टिविटी से संबंधित शिकायतों सहित दूरसंचार संबंधी सभी शिकायतों के समयबद्ध निवारण के लिए एक संरचित तंत्र है। ट्राई के अधिदेशानुसार, सभी दूरसंचार सेवा प्रदाताओं (टीएसपी) ने शिकायत केंद्रों और अपीलीय प्राधिकरणों से युक्त दो स्तरीय शिकायत निवारण तंत्र स्थापित किया है। यह विभाग शिकायतों के समयबद्ध और निर्णायक निवारण पर जोर देता है और इसके लिए

दूरसंचार सेवा प्रदाताओं (टीएसपी) और डीओटी की अन्य इकाइयों के साथ समय-समय पर समीक्षा बैठकें आयोजित करता है।

इसके अलावा, देश के ग्रामीण और सुदूर क्षेत्रों में 4जी मोबाइल टावरों की स्थापना के माध्यम से मोबाइल और इंटरनेट सुविधाओं के विस्तार के लिए सरकार की विभिन्न डिजिटल भारत निधि वित्त पोषित योजनाएं हैं। इसके अलावा, भारतनेट परियोजना का उद्देश्य सभी ग्राम पंचायतों (जीपी) और मांग के आधार पर गांवों को हाई-स्पीड फाइबर ब्रॉडबैंड कनेक्टिविटी प्रदान करना है।

NEW REGULATIONS TO COVER SOCIAL MEDIA USERS

603. SHRI T.M. SELVAGANAPATHI:

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

(a) whether it is a fact that the Government is planning new regulation to cover social media users and if so, the details thereof;

(b) whether it is also true that the Government is considering sending take down notices to individual users for their social media posts;

(c) if so, whether it is a fact that the move has been criticized by many including the Internet Freedom Foundation calling it a massive expansion of unconstitutional censorship;

(d) if so, whether it is also a fact that the Government has been increasingly issuing broad takedown orders in the last several weeks against posts and accounts that are anti-establishment; and

(e) 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): The policies of Government are aimed at ensuring an Open, Safe and Trusted and Accountable Internet for its users, including women and children. Government is committed to ensure that the Internet in India is free from any form of unlawful content or information.

The Information Technology Act, 2000 ("IT Act") and Rules made thereunder have put in place a framework to deal with unlawful and harmful content in the digital space. The IT Act and rules made thereunder provide for Government to issue lawful blocking orders and reasoned intimations for removal of/disabling access to unlawful information. The Hon'ble Supreme Court, in its judgment dated 24th March, 2015 in Shreya Singhal v. Union of India (Writ Petition (Civil) No. 167 of 2012), upheld the constitutional validity of these provisions.

Any person aggrieved by the orders under the IT Act can challenge such orders before the Courts. The Hon'ble Karnataka High Court, in its judgment dated 30th June 2023 in Writ Petition No. 13710 of 2022, upheld the Government's exercise of its lawful powers under the IT Act.

जम्मू मंडल में नई रेल सेवाएं

604. श्री जुगल किशोर:

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

(क) क्या सरकार का जम्मू मंडल में नई रेल सेवाएं शुरू करने का विचार है;

(ख) यदि हां, तो प्रस्तावित नई रेल सेवाओं का ब्यौरा क्या है और उनके संभावित मार्ग क्या हैं और उन्हें शुरू करने की समय-सीमा क्या है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (ग) भारतीय रेल के 70वें मंडल, जम्मू मंडल, का गठन जनवरी, 2025 में किया गया था। वर्ष 2025-26 के दौरान, भारतीय रेल ने 02 जोड़ी वंदे भारत एक्सप्रेस सहित निम्नलिखित 04 जोड़ी नई गाड़ियां प्रारंभ की हैं, जो जम्मू मंडल के अधिकार क्षेत्र में स्थित जम्मू तवी, श्री माता वैष्णो देवी कटरा तथा बडगाम जैसे महत्वपूर्ण स्टेशनों के यात्रियों की आवश्यकताओं की पूर्ति कर रही हैं:

क्र. सं.	गाड़ी संख्या तथा नाम	प्रारंभ तिथि
1	14687/14688 श्री माता वैष्णो देवी कटरा-बडगाम एक्सप्रेस	12.03.2026
2	26405/26406 अमृतसर-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस	10.08.2025
3	26401/26402 जम्मू तवी-श्रीनगर वंदे भारत एक्सप्रेस	07.06.2025
4	26403/26404 जम्मू तवी-श्रीनगर वंदे भारत एक्सप्रेस	07.06.2025

वर्तमान में, जम्मू तवी स्टेशन को 114 गाड़ी सेवाओं द्वारा सेवित किया जा रहा है जबकि श्री माता वैष्णो देवी कटरा स्टेशन को 46 गाड़ी सेवाओं द्वारा सेवित किया जा रहा है। इसी प्रकार, 19 गाड़ी सेवाएं बडगाम स्टेशन की आवश्यकताओं की पूर्ति कर रही हैं। इन स्टेशनों को सेवित करने वाली गाड़ियों की सूची निम्नानुसार है:

जम्मू तवी स्टेशन को सेवित करने वाली गाड़ियां

क्र. सं.	गाड़ी संख्या तथा नाम
1	74909 पठानकोट-शहीद कैप्टन तुषार महाजन डीएमयू
2	74906 शहीद कैप्टन तुषार महाजन-पठानकोट डीएमयू
3	74907 पठानकोट-शहीद कैप्टन तुषार महाजन डीएमयू
4	74910 शहीद कैप्टन तुषार महाजन-पठानकोट डीएमयू
5	12265 दिल्ली सराय रोहिल्ला-जम्मू तवी दुरंतो एक्सप्रेस
6	12266 जम्मू तवी-दिल्ली सराय रोहिल्ला दुरंतो एक्सप्रेस
7	12207 काठगोदाम-जम्मू तवी गरीब रथ एक्सप्रेस
8	12208 जम्मू तवी-काठगोदाम गरीब रथ एक्सप्रेस
9	16788 श्री माता वैष्णो देवी कटरा-तिरुनेलवेली जं. एक्सप्रेस
10	11450 श्री माता वैष्णो देवी कटरा-जबलपुर एक्सप्रेस
11	16032 श्री माता वैष्णो देवी कटरा-एमजीआर चेन्नई सेंट्रल एक्सप्रेस
12	19804 श्री माता वैष्णो देवी कटरा-कोटा जं. एक्सप्रेस
13	16318 श्री माता वैष्णो देवी कटरा-कन्याकुमारी एक्सप्रेस
14	14605 योग नगरी ऋषिकेश-जम्मू तवी एक्सप्रेस

15	14503 कालका-श्री माता वैष्णो देवी कटरा एक्सप्रेस
16	19415 साबरमती-श्री माता वैष्णो देवी कटरा एक्सप्रेस
17	14609 योग नगरी ऋषिकेश-श्री माता वैष्णो देवी कटरा एक्सप्रेस
18	14661 बाड़मेर-जम्मू तवी एक्सप्रेस
19	19028 जम्मू तवी-बांद्रा (टी) एक्सप्रेस
20	15656 श्री माता वैष्णो देवी कटरा-कामाख्या एक्सप्रेस
21	14612 श्री माता वैष्णो देवी कटरा-गाजीपुर सिटी एक्सप्रेस
22	19224 जम्मू तवी-साबरमती एक्सप्रेस
23	14803 भगत की कोठी-जम्मू तवी एक्सप्रेस
24	22401 दिल्ली सराय रोहिल्ला-शहीद कैप्टन तुषार महाजन एक्सप्रेस
25	16317 कन्याकुमारी-श्री माता वैष्णो देवी कटरा एक्सप्रेस
26	12469 कानपुर सेंट्रल-जम्मू तवी एक्सप्रेस
27	16787 तिरुनेलवेली जं.-श्री माता वैष्णो देवी कटरा एक्सप्रेस
28	16031 एमजीआर चेन्नई सेंट्रल-श्री माता वैष्णो देवी कटरा एक्सप्रेस
29	11449 जबलपुर-श्री माता वैष्णो देवी कटरा एक्सप्रेस
30	14804 जम्मू तवी-भगत की कोठी एक्सप्रेस
31	13151 कोलकाता टर्मिनल-जम्मू तवी एक्सप्रेस
32	11077 पुणे-जम्मू तवी एक्सप्रेस
33	14611 गाजीपुर सिटी-श्री माता वैष्णो देवी कटरा एक्सप्रेस
34	14691 बरौनी जंक्शन-जम्मू तवी एक्सप्रेस
35	19803 कोटा जं.-श्री माता वैष्णो देवी कटरा एक्सप्रेस
36	19416 श्री माता वैष्णो देवी कटरा-साबरमती एक्सप्रेस

37	15653 गुवाहाटी-जम्मू तवी एक्सप्रेस
38	13041 हावड़ा-जम्मू तवी एक्सप्रेस
39	15651 गुवाहाटी-जम्मू तवी एक्सप्रेस
40	15097 भागलपुर-जम्मू तवी एक्सप्रेस
41	15655 कामाख्या-श्री माता वैष्णो देवी कटरा एक्सप्रेस
42	19107 भावनगर (टी)-शहीद कैप्टन तुषार महाजन एक्सप्रेस
43	18102 जम्मू तवी-टाटानगर जं. एक्सप्रेस
44	18310 जम्मू तवी-संबलपुर जं. एक्सप्रेस
45	18309 संबलपुर जं.-जम्मू तवी एक्सप्रेस
46	18101 टाटानगर जं.-जम्मू तवी एक्सप्रेस
47	14610 श्री माता वैष्णो देवी कटरा-योग नगरी ऋषिकेश एक्सप्रेस
48	19223 साबरमती बीजी-जम्मू तवी एक्सप्रेस
49	22402 शहीद कैप्टन तुषार महाजन-दिल्ली सराय रोहिल्ला एक्सप्रेस
50	14504 श्री माता वैष्णो देवी कटरा-कालका एक्सप्रेस
51	13152 जम्मू तवी-कोलकाता टर्मिनल एक्सप्रेस
52	14606 जम्मू तवी-योग नगरी ऋषिकेश एक्सप्रेस
53	14662 जम्मू तवी-बाड़मेर एक्सप्रेस
54	15098 जम्मू तवी-भागलपुर एक्सप्रेस
55	15652 जम्मू तवी-गुवाहाटी एक्सप्रेस
56	15654 जम्मू तवी-गुवाहाटी एक्सप्रेस
57	13042 जम्मू तवी-हावड़ा जं. एक्सप्रेस
58	19108 शहीद कैप्टन तुषार महाजन-भावनगर टर्मिनस एक्सप्रेस

59	19027 बांद्रा (टी)-जम्मू तवी एक्सप्रेस
60	11078 जम्मू तवी-पुणे जं. एक्सप्रेस
61	12425 नई दिल्ली-जम्मू तवी राजधानी एक्सप्रेस
62	12426 जम्मू तवी-नई दिल्ली राजधानी एक्सप्रेस
63	22462 श्री माता वैष्णो देवी कटरा-नई दिल्ली एक्सप्रेस
64	20848 शहीद कैप्टन तुषार महाजन-दुर्ग एक्सप्रेस
65	22461 नई दिल्ली-श्री माता वैष्णो देवी कटरा एक्सप्रेस
66	12550 शहीद कैप्टन तुषार महाजन-दुर्ग एक्सप्रेस
67	22706 जम्मू तवी-तिरुपति एक्सप्रेस
68	12752 जम्मू तवी-नांदेड़ एक्सप्रेस
69	12445 नई दिल्ली-श्री माता वैष्णो देवी कटरा एक्सप्रेस
70	20433 सुबेदारगंज-श्री माता वैष्णो देवी कटरा एक्सप्रेस
71	22318 जम्मू तवी-सियालदह एक्सप्रेस
72	12413 अजमेर जं.-जम्मू तवी एक्सप्रेस
73	12355 पटना जं.-जम्मू तवी एक्सप्रेस
74	12920 श्री माता वैष्णो देवी कटरा-डॉ. अंबेडकर नगर एक्सप्रेस
75	20985 कोटा जं.-शहीद कैप्टन तुषार महाजन एक्सप्रेस
76	12237 वाराणसी-जम्मू तवी एक्सप्रेस
77	22431 सुबेदारगंज-शहीद कैप्टन तुषार महाजन एक्सप्रेस
78	12472 श्री माता वैष्णो देवी कटरा-बांद्रा (टी) एक्सप्रेस
79	12476 श्री माता वैष्णो देवी कटरा-हापा एक्सप्रेस
80	12474 श्री माता वैष्णो देवी कटरा-गांधीधाम बीजी एक्सप्रेस

81	12478 श्री माता वैष्णो देवी कटरा-जामनगर एक्सप्रेस
82	12587 गोरखपुर-जम्मू तवी एक्सप्रेस
83	22942 शहीद कैप्टन तुषार महाजन-इंदौर जं. एक्सप्रेस
84	12238 जम्मू तवी-वाराणसी एक्सप्रेस
85	12919 डॉ. अंबेडकर नगर-श्री माता वैष्णो देवी कटरा एक्सप्रेस
86	12475 हापा-श्री माता वैष्णो देवी कटरा एक्सप्रेस
87	12471 बांद्रा (टी)-श्री माता वैष्णो देवी कटरा एक्सप्रेस
88	12473 गांधीधाम-श्री माता वैष्णो देवी कटरा एक्सप्रेस
89	12477 जामनगर-श्री माता वैष्णो देवी कटरा एक्सप्रेस
90	20434 श्री माता वैष्णो देवी कटरा-सुबेदारगंज एक्सप्रेस
91	22432 शहीद कैप्टन तुषार महाजन-सुबेदारगंज एक्सप्रेस
92	12356 जम्मू तवी-पटना जं. एक्सप्रेस
93	14692 जम्मू तवी-बरौनी एक्सप्रेस
94	12470 जम्मू तवी-कानपुर सेंट्रल एक्सप्रेस
95	12549 दुर्ग-शहीद कैप्टन तुषार महाजन एक्सप्रेस
96	20847 दुर्ग-शहीद कैप्टन तुषार महाजन एक्सप्रेस
97	22705 तिरुपति-जम्मू तवी एक्सप्रेस
98	12414 जम्मू तवी-अजमेर जं. एक्सप्रेस
99	20986 शहीद कैप्टन तुषार महाजन-कोटा जं. एक्सप्रेस
100	22941 इंदौर जं.-शहीद कैप्टन तुषार महाजन एक्सप्रेस
101	12446 श्री माता वैष्णो देवी कटरा-नई दिल्ली एक्सप्रेस
102	12588 जम्मू तवी-गोरखपुर जं. एक्सप्रेस

103	12751 नांदेड़-जम्मू तवी एक्सप्रेस
104	22317 सियालदह-जम्मू तवी एक्सप्रेस
105	26401 जम्मू तवी-श्रीनगर वंदे भारत एक्सप्रेस
106	22478 श्री माता वैष्णो देवी कटरा-नई दिल्ली वंदे भारत एक्सप्रेस
107	26406 श्री माता वैष्णो देवी कटरा-अमृतसर वंदे भारत एक्सप्रेस
108	26404 श्रीनगर-जम्मू तवी वंदे भारत एक्सप्रेस
109	22439 नई दिल्ली-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस
110	26403 जम्मू तवी-श्रीनगर वंदे भारत एक्सप्रेस
111	22440 श्री माता वैष्णो देवी कटरा-नई दिल्ली वंदे भारत एक्सप्रेस
112	26402 श्रीनगर-जम्मू तवी वंदे भारत एक्सप्रेस
113	26405 अमृतसर-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस
114	22477 नई दिल्ली-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस

श्री माता वैष्णो देवी कटरा स्टेशन को सेवित करने वाली गाड़ियां

क्र.सं.	गाड़ी संख्या तथा नाम
1	14612 श्री माता वैष्णो देवी कटरा-गाजीपुर सिटी एक्सप्रेस
2	15656 श्री माता वैष्णो देवी कटरा-कामाख्या एक्सप्रेस
3	14503 कालका-श्री माता वैष्णो देवी कटरा एक्सप्रेस
4	19415 साबरमती बीजी-श्री माता वैष्णो देवी कटरा एक्सप्रेस
5	14609 योग नगरी ऋषिकेश-श्री माता वैष्णो देवी कटरा एक्सप्रेस
6	16787 तिरुनेलवेली जं.-श्री माता वैष्णो देवी कटरा एक्सप्रेस
7	11449 जबलपुर-श्री माता वैष्णो देवी कटरा एक्सप्रेस

8	16031 एमजीआर चेन्नई सेंट्रल-श्री माता वैष्णो देवी कटरा एक्सप्रेस
9	16317 कन्याकुमारी-श्री माता वैष्णो देवी कटरा एक्सप्रेस
10	19416 श्री माता वैष्णो देवी कटरा-साबरमती बीजी एक्सप्रेस
11	14611 गाजीपुर सिटी-श्री माता वैष्णो देवी कटरा एक्सप्रेस
12	19803 कोटा जं.-श्री माता वैष्णो देवी कटरा एक्सप्रेस
13	15655 कामाख्या-श्री माता वैष्णो देवी कटरा एक्सप्रेस
14	14610 श्री माता वैष्णो देवी कटरा-योग नगरी ऋषिकेश एक्सप्रेस
15	14504 श्री माता वैष्णो देवी कटरा-कालका एक्सप्रेस
16	11450 श्री माता वैष्णो देवी कटरा-जबलपुर एक्सप्रेस
17	16788 श्री माता वैष्णो देवी कटरा-तिरुनेलवेली जं. एक्सप्रेस
18	16318 श्री माता वैष्णो देवी कटरा-कन्याकुमारी एक्सप्रेस
19	19804 श्री माता वैष्णो देवी कटरा-कोटा जं. एक्सप्रेस
20	16032 श्री माता वैष्णो देवी कटरा-एमजीआर चेन्नई सेंट्रल एक्सप्रेस
21	22461 नई दिल्ली-श्री माता वैष्णो देवी कटरा एक्सप्रेस
22	12445 नई दिल्ली-श्री माता वैष्णो देवी कटरा एक्सप्रेस
23	12920 श्री माता वैष्णो देवी कटरा-डॉ. अंबेडकर नगर एक्सप्रेस
24	20433 सुबेदारगंज-श्री माता वैष्णो देवी कटरा एक्सप्रेस
25	12476 श्री माता वैष्णो देवी कटरा-हापा एक्सप्रेस
26	12472 श्री माता वैष्णो देवी कटरा-बांद्रा (टी) एक्सप्रेस
27	12478 श्री माता वैष्णो देवी कटरा-जामनगर एक्सप्रेस
28	12474 श्री माता वैष्णो देवी कटरा-गांधीधाम बीजी एक्सप्रेस
29	20434 श्री माता वैष्णो देवी कटरा-सुबेदारगंज एक्सप्रेस

30	12919 डॉ. अंबेडकर नगर-श्री माता वैष्णो देवी कटरा एक्सप्रेस
31	12471 बांद्रा (टी)-श्री माता वैष्णो देवी कटरा एक्सप्रेस
32	12477 जामनगर-श्री माता वैष्णो देवी कटरा एक्सप्रेस
33	12473 गांधीधाम-श्री माता वैष्णो देवी कटरा एक्सप्रेस
34	12475 हापा-श्री माता वैष्णो देवी कटरा एक्सप्रेस
35	12446 श्री माता वैष्णो देवी कटरा-नई दिल्ली एक्सप्रेस
36	22462 श्री माता वैष्णो देवी कटरा-नई दिल्ली एक्सप्रेस
37	22478 श्री माता वैष्णो देवी कटरा-नई दिल्ली वंदे भारत एक्सप्रेस
38	26406 श्री माता वैष्णो देवी कटरा-अमृतसर वंदे भारत एक्सप्रेस
39	26401 जम्मू तवी-श्रीनगर वंदे भारत एक्सप्रेस
40	26404 श्रीनगर-जम्मू तवी वंदे भारत एक्सप्रेस
41	22439 नई दिल्ली-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस
42	22440 श्री माता वैष्णो देवी कटरा-नई दिल्ली वंदे भारत एक्सप्रेस
43	26403 जम्मू तवी-श्रीनगर वंदे भारत एक्सप्रेस
44	26402 श्रीनगर-जम्मू तवी वंदे भारत एक्सप्रेस
45	26405 अमृतसर-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस
46	22477 नई दिल्ली-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस

बडगाम स्टेशन को सेवित करने वाली गाड़ियां

क्र.सं.	गाड़ी संख्या तथा नाम
1	74626 बारामूला-बनिहाल डीएमयू
2	74613 बडगाम-बारामूला डीएमयू

3	74614 बारामूला-बनिहाल डीएमयू
4	74625 बनिहाल-बारामूला डीएमयू
5	74619 संगलदान-बारामूला डीएमयू
6	74623 बनिहाल-बारामूला डीएमयू
7	74618 बारामूला-बडगाम डीएमयू
8	74630 बारामूला-बडगाम डीएमयू
9	74615 बनिहाल-बारामूला डीएमयू
10	74631 बडगाम-बारामूला डीएमयू
11	74620 बारामूला-संगलदान डीएमयू
12	74632 बारामूला-बडगाम डीएमयू
13	74628 बडगाम-बनिहाल डीएमयू
14	74622 बारामूला-बनिहाल डीएमयू
15	74624 बारामूला-बडगाम डीएमयू
16	74617 बनिहाल-बडगाम डीएमयू
17	74621 बडगाम-बारामूला डीएमयू
18	64652 बारामूला-संगलदान मेमू
19	64651 संगलदान-बारामूला मेमू

इसके अलावा, नई गाड़ी सेवाएँ शुरू करना निरंतर चलने वाली प्रक्रिया है जो निम्नलिखित कारकों पर निर्भर करती है जिसमें शामिल हैं:

- उस खंड की क्षमता,
- पथ की उपलब्धता,

- अपेक्षित चल स्टॉक की उपलब्धता,
- चल स्टॉक के लिए उपयुक्त अवसंरचना की उपलब्धता,
- रेलपथ और अन्य परिसंपत्तियों की अनुरक्षण आवश्यकता
- खंड की अधिभोगिता और यातायात आवश्यकता

DECENTRALIZED SOLAR AND WIND ENERGY POTENTIAL

605. SHRI BAPI HALDAR:

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

(a) whether the Government is aware of the enormous potential for decentralized solar and wind energy in the Sunderbans delta including areas of Mathurapur Lok Sabha constituency that face power outages;

(b) if so, the details of renewable energy installations or pilot projects initiated by the Government in South 24 Parganas or similar coastal ecosystems;

(c) whether the Government is proposes to consider Mathurapur as a priority zone for decentralized renewable energy microgrids; and

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

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

(a) and (b) As per the inputs received from Government of West Bengal, the State Government through its parastatal - West Bengal Renewable Energy

Development Agency (WBREDA) has been undertaking various initiatives for the utilization of the decentralized solar and wind energy in the Sunderbans delta. The details of such initiatives are given in **STATEMENT.**

Under the PM Surya Ghar: Muft Bijli Yojana, 281 Nos. of households are solarised in the South 24 Parganas district.

In order to access the wind potential in the region, the National Institute of Wind Energy has established two (2) Wind Monitoring Stations in the South 24 Parganas District under the Mathurapur Lok Sabha Constituency. The measured mean wind speeds at these two locations are 4.77-4.81 m/s at 25 m height.

The wind resource measured indicates relatively low wind speeds, which are not considered economically viable for commercial wind power development.

(c) and (d) As per the inputs received from Government of West Bengal, the Sundarbans region is one of the priority areas for deployment of Renewable Energy (RE) technologies, considering its ecological significance and the need for conservation of its unique biodiversity. Since Mathurapur is a part of the Sundarban region, it also falls within this focus area for RE interventions

STATEMENT

Details of initiatives undertaken by Government of West Bengal for the utilization of the decentralized solar and wind energy in the Sunderbans delta

i. Acquiring technical knowledge effecting future implementation of Battery Energy Storage Systems (BESS) to support the grid at the time of power outages.

ii. Solar PV Home Lighting System, PV Street Lighting System, PV Power Plant with local grid, Wind- Gasifier-Diesel Hybrid Power Plant through micro-grid in various blocks like Sagar, Namkhana, Patharpratima, Gosaba, Hingalganj, Sandeshkhali-I andII.

iii. Under different flagship programmes [Rajiv Gandhi Grameen Vidyutikaran Yojana (RGGVY), Deen Dayal Upadhyaya Gram Jyoti Yojana (DDUGJY)] of the Government, different islands of Sundarbans are covered with utility grid of the distribution company and the DRE applications have become support systems to the grid excepting some few places like Ghoramara Island etc., which are still not covered by utility grid of the DISCOM.

iv. The Non-Conventional and Renewable Energy Sources (NRES) Department has also accorded significant importance to the introduction and promotion of Renewable Energy (RE) technologies in the ecologically fragile Sundarbans region.

STOPPAGE OF TIRUCHIRAPPALLI–MAYILADUTHURAI MEMU AT THIRUVERUMBUR RAILWAY STATION

606. SHRI DURAI VAIKO:

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

(a) whether the Government has received any proposal/representation seeking stoppage of the Tiruchirappalli–Mayiladuthurai MEMU train at Thiruverumbur Railway Station;

(b) if so, the details thereof along with the action taken by the Government;

(c) whether the Government has conducted/proposes to conduct a feasibility study based on passenger demand, operational requirements and revenue potential for providing the stoppage; and

(d) if so, the details thereof along with the proposed timeline for providing the stoppage and if not, the reasons therefor?

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

(a) to (d) Proposals/requests/suggestions/representations, both formal and informal *inter alia* for stoppage of train services are received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Office etc. 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.

Accordingly, to facilitate the passengers of Tiruverumbur station, stoppage of 22675/22676 Chennai Egmore - Tiruchchirappalli Chozhan Express has been provided at Tiruverumbur station w.e.f. 26.01.2026. Presently, Tiruverumbur station is served by the following 25 train services:

SN	**Train No. and Name**
1	16231 Cuddalore Port - Mysuru Express
2	16232 Mysuru - Cuddalore Port Express
3	16807 Tambaram - Tiruchchirappalli Express
4	16808 Tiruchchirappalli - Tambaram Express
5	16811 Mayiladuturai - Salem Express
6	16812 Salem - Mayiladutura 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 Karaikal - Tiruchchirappalli DMU
25	76826 Tiruchchirappalli - Karaikal DMU

Besides, on Indian Railways, provision of stoppage of train services is an on-

going process which depends on the traffic justification, operational feasibility, competing demands etc.

RAILWAY INFRASTRUCTURE EXPANSION IN MADHYA PRADESH

607. SHRI GANESH SINGH:

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

(a) the details of railway infrastructure projects including new lines, doubling, tripling, station redevelopment, electrification and capacity enhancement works being implemented in Madhya Pradesh out of the record capital expenditure provided to Indian Railways in recent years;

(b) the details of the amount of railway investment allocated to Madhya Pradesh and the major projects sanctioned or under execution in the State during the Financial Year 2026–27;

(c) the details of the progress made in railway capacity augmentation, freight infrastructure, station redevelopment, electrification and passenger amenities in the Satna–Maihar–Katni corridor, along with the expected benefits for passengers, industries and mineral transportation; and

(d) the details of the growth recorded in freight loading and passenger traffic in Madhya Pradesh including the contribution of the State towards Indian Railways achieving the historic milestone of over hundred crore tonnes freight loading during the last decade?

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

(a) to (d) : 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
2026-27	₹15,188 crore (nearly 24 times)

Track Construction:

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

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	145 Km	29 Km/year
2014-26	2,893 Km	241 Km/year (More than 8 times)

Project Sanctioned:

As on 01.04.2026, 32 projects (10 New Lines, 02 Gauge Conversion and 20 Doubling), of total length of 5,584 Km, costing ₹1,26,939 crore falling

fully/partly in Madhya Pradesh are sanctioned. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned Upto March- 26 (Km)	Expenditure upto March-26 (₹ in Cr.)
New Lines	10	1,936	621	19,435
Gauge Conversion	02	809	457	7,771
Doubling / Multitracking	20	2,839	1,037	18,876
Total	**32**	**5,584**	**2,115**	**46,082**

Recently completed projects:

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 (166 Km)	2,311
2	Pendra Road - Anuppur 3rd Line (50 Km)	394
3	Bhopal-Bina 3rd Line (145 Km)	1,075
4	Bina-Kota Doubling (283 Km)	2,477
5	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005

S.No.	Name of Project	Cost (₹ in Crores)
6	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
7	Chhindwara-Mandla Fort Gauge Conversion (182 Km)	1,268
8	Itarsi-Budhni 3rd Line (25 Km)	286
9	Barkhera-Bhopal 3rd Line (41 Km)	473
10	Nimach-Chittaurgarh Doubling (56 Km)	560
11	Budhni-Barkhera 3rd Line (27 Km)	1,703
12	Indore-Dewas-Ujjain Doubling (79 Km)	757
13	Guna- Etawah New Line (348 Km)	683
14	Ramna-Singrauli Doubling (160 Km)	2,436
15	Karaila Road- Shaktinagar Doubling (32 Km)	763
16	Katni-Bina 3rd Line (260 Km)	3,138
17	Nimach-Ratlam Doubling (133 Km)	1,475

Ongoing projects:

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	Katni- Grade separator / Bypass (35 Km)	2,300
2	Katni- Singrauli Doubling (257 Km)	4,377

S. No.	Project	Cost (₹ in Crores)
3	Lalitpur- Khajuraho New Line (541 Km)	8,914
4	Ramganjmandi-Bhopal New Line (277 Km)	5,073
5	Indore-Budni New Line (198 Km)	7,474
6	Nimach-Badi Sadri New Line (48 Km)	896
7	Gwalior-Sheopurkalan Gauge Conversion (284 Km)	3,947
8	Itarsi- Nagpur 3rd Line (280 Km)	2,607
9	Jhansi-Bina 3rd Line (153 Km)	2,002
10	Mathura-Jhansi 3rd Line (274 Km)	5,961
11	Jhansi- Manikpur and Khirar-Bhimsen Doubling (431 Km)	4,330
12	Satna-Rewa Doubling (50 Km)	616
13	Manmad - Indore New Line (360 Km)	18,529
14	Bhusawal-Khandwa 3rd and 4th Line (131 Km)	3,285
15	Dahod-Indore New Line (205 Km)	9,746
16	Chhota Udepur-Dhar New Line (147 Km)	1,994
17	Ratlam-Nagda 3rd and 4th Line (41 Km)	964
18	Vadodara-Ratlam 3rd and 4th Line (259 Km)	8,885
19	Ratlam-Akola Gauge Conversion (525 Km)	18,811
20	Bina-Itarsi 4th Line (237 km)	4,329
21	Itarsi-Nagpur 4th Line (297 Km)	5,010

S. No.	Project	Cost (₹ in Crores)
22	Gondia-Jabalpur Doubling (231 Km)	5,236
23	Nagda-Mathura 3rd and 4th Line (568 Km)	16,403

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.

To further improve the connectivity in Katni-Maihar-Satna section, Final Location Survey (FLS) for 3rd line between Katni- Maihar - Satna - Manikpur (176 km) has been sanctioned. Field survey has been completed and Detailed Project Report (DPR) has been prepared.

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 appraisal and approval by various stakeholders.

Station Development

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 and upgrade the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

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

- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

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

So far, 1,340 stations have been identified for development under this scheme, out of which 80 stations, including Katni Jn., Katni Murwara, Katni South, Maihar, Satna station are located in Madhya Pradesh. The names of stations identified for development under Amrit Bharat Station Scheme in Madhya Pradesh are as following:

State	No. of Stations	Name 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, 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, Mandsor, MCS Chhatarpur, Meghnagar,

State	No. of Stations	Name of Stations
		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

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

State	No. of stations	Name of stations
Madhya Pradesh	19	Ashoknagar, Balaghat, Beohari, Bhind, Chhindwara, Harpalpur, Junnor Deo, Katni South, MCS Chhatarpur, Nainpur Junction, Narmadapuram, Orchha, Sanchi, Seoni, Shajapur, Shivpuri, Shridham, Tikamgarh, Vidisha

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:

- **Katni Junction station:** The works of improvement of station building, entry and exit porches, waiting halls, improvement of platform surface, platform shelter, signage, amenities for Divyangjan and new toilet block have been completed. The works of 12 m wide foot over bridge, lifts and escalators have been taken up.
- **Katni Murwara station:** The works of improvement of station building, entry and exit porches, waiting halls, new toilet block, improvement of platform surface, platform shelter, signage and amenities of Divyangjan have been completed. The works of 12 m wide foot over bridge, lifts and escalators have been taken up.
- **Maihar station:** The works of improvement of station building, entry and exit porches, raising and surfacing of platforms no. 1, 2 and 3, improvement of platform shelter at platform no. 1, 2 and 3, improvement of circulating area, waiting hall, amenities of Divyangjan, new toilet blocks and signage have been completed. The works of 12 m wide foot over bridge, lifts and escalators have been taken up.
- **Satna station**: The works of departure station building (front side), arrival station building (front side), departure/arrival station building (rear side) and Pay and Use toilets have been taken up.
- **Sihora Road station:** The works of improvement of station building, platform raising and surfacing of platform no. 1 and 2, new toilet blocks,

improvement of waiting hall, improvement of circulating area and parking, provision of 12 m wide foot over bridge, improvement of circulating area and parking at second entry and improvement of amenities for Divyangjan have been completed. The works of lifts and escalators 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 of railway stations is a complex in nature involving safety of passengers and trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and completion time.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 ‘Customer

Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. 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, Western Railway and West Central Railway. For these zones, an allocation of ₹ 5,285 crore has been made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 2,318 crore has been incurred so far.

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 their impact on safety in train operations, mobility of trains and impact for road users and feasibility etc. No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto May'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (1,361 Nos. in the State of Madhya Pradesh)

As on 01.06.2026, 4993 Nos. ROBs/ RUBs works are sanctioned at a cost of approx. ₹ 1,17,492 Cr on Indian Railways including 313 Nos. ROBs/ RUBs works at a cost of approx. ₹ 8,018 Cr in the state of Madhya Pradesh which are at various stages of planning and execution.

Completion and commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

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

1. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
2. Periodic meetings of Railway and State Government officials are done to resolve various issues related to ROB/RUB works.
3. Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This

has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

Railway Electrification

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-26	48,072

In Madhya Pradesh, entire existing BG network has been electrified. Further, all new line / multi-tracking projects are being sanctioned and constructed with electrification.

Freight Loading and Passenger Traffic (Including Madhya Pradesh)

Year	Revenue Freight Loading (In Million Tonnes)	No. of Passenger (in Crores)
2024-25	~1,617	~729
2025-26	~1,670	~760

सीधी के दुबरी राष्ट्रीय उद्यान में मोबाइल टावरों की स्थापना

608. डॉ. राजेश मिश्रा:

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

(क) मध्य प्रदेश के सीधी लोक सभा निर्वाचन क्षेत्र में उन गांवों की कुल संख्या कितनी है, जहां वर्तमान में सरकारी या निजी किसी भी मोबाइल ऑपरेटर का नेटवर्क उपलब्ध नहीं है;

(ख) सीधी लोक सभा निर्वाचन क्षेत्र के जनजातीय क्षेत्रों के कुसमी, मझौली, चितरंगी, देवसर और ब्यौहारी विकास खंडों के कई गांवों में, जहां नेटवर्क सेवाएं अभी भी अनुपलब्ध हैं, 4जी सैचुरेशन योजना के अंतर्गत स्वीकृत टावरों के निर्माण में देरी के मुख्य कारण क्या हैं;

(ग) क्या सीधी जिले के संजय दुबरी राष्ट्रीय उद्यान में मोबाइल टावर लगाने के लिए पर्यावरण एवं वन मंत्रालय से आवश्यक मंजूरी प्राप्त कर ली गई है; और

(घ) इन टावरों के कब तक चालू होने की संभावना है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) दिनांक 30.06.2026 की स्थिति के अनुसार, मध्य प्रदेश के सीधी संसदीय क्षेत्र के गांवों में कवरेज की स्थिति इस प्रकार है:

सीधी संसदीय क्षेत्र में गांवों की संख्या	उन गांवों की संख्या जहां मोबाइल कनेक्टिविटी उपलब्ध है	उन गांवों की संख्या जहां मोबाइल कनेक्टिविटी उपलब्ध नहीं है	4जी कवरेज वाले गाँव	4जी कवरेज से वंचित गाँव
2126	2069	57	2065	61

(ख) दिनांक 30.06.2026 की स्थिति के अनुसार, कुसमी, मझौली, चितरंगी, देवसर और ब्यौहारी विकास खंडों के गांवों में 46 टावरों की योजना बनाई गई है जिनमें से 38 साइटें ऑन एयर कर दी गई हैं।

शेष साइटों में देरी का कारण राज्य सरकार द्वारा भूमि आवंटन में विलंब है।

(ग) डीबीएन मोबाइल परियोजनाओं के तहत कार्यान्वयन एजेंसियों द्वारा दी गई रिपोर्ट के अनुसार, वन संबंधी कोई प्रस्ताव लंबित नहीं है।

(घ) इन टावरों को चालू किए जाने का समय इस बात पर निर्भर करता है कि राज्य सरकार द्वारा भूमि आवंटन कब किया जाता है, इसलिए कोई समय-सीमा नहीं दी जा सकती।

4G SATURATION NETWORK

609. DR. KALANIDHI VEERASWAMY:

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

(a) the present status of achievement of 100% 4G saturation network across the country under the Digital Bharat Nidhi initiative and number of villages, habitations covered and remaining uncovered areas;

(b) the total funds allocated, released and utilised under the said initiative for 4G saturation along with details of implementing agencies and telecom service providers involved;

(c) whether the Government has achieved full 4G connectivity in all remote, tribal and border regions as targeted and if so, the evidence thereof;

(d) the details of performance monitoring mechanism and quality of service benchmarks adopted to ensure reliable connectivity;

(e) the measures taken to upgrade existing 4G sites to 5G-ready infrastructure and address digital divide issues; and

(f) the impact of 100% 4G saturation on digital services, e-governance, education and financial inclusion and steps being taken for maintenance and sustainability of network coverage?

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

(a) As on 30.06.2026, 45,832 villages/ locations have been planned after survey under Digital Bharat Nidhi (DBN) funded various mobile projects, out of which 33,493 villages/ locations have been covered with 4G mobile services.

(b) Details of fund disbursed in the mobile projects is available on DBN website (https://usof.gov.in/en/home).

(c) As on 31.05.2026, 6,32,875 villages have been covered with 4G mobile services, out of 6,44,131 villages in the country as per Registrar General of India list of villages as on November, 2019.

(d) Implementing agencies of DBN projects have to comply with the service quality norms and guidelines prescribed by the Telecom Regulatory Authority of India, as applicable to all mobile towers, as well as the defined service level agreement (SLA). There are provisions in the agreements for penalties in case the SLAs are not met.

(e) and (f) 5G services are rolled out by telecom service providers as per techno-commercial considerations. For maintenance and sustainability of network coverage, operation expenditure (OPEX) in the form of viability gap funding is provided to implementing agencies for 5 years from the date of commissioning. Disbursal of OPEX is subject to deduction of penalties for not meeting the defined SLA.

कल्याण-कसारा तीसरी लाइन/कल्याण-आसनगांव चौथी लाइन परियोजनाएं

610. श्री बाल्या मामा सुरेश गोपीनाथ म्हात्रे:

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

(क) महाराष्ट्र में कल्याण-कसारा तीसरी लाइन और कल्याण-आसनगांव चौथी लाइन परियोजनाओं पर हुई वर्तमान प्रगति का ब्यौरा क्या है;

(ख) एक निश्चित समय-सीमा के भीतर परियोजना को पूरा करने के लिए केंद्र सरकार द्वारा क्या प्रयास किए जा रहे हैं;

(ग) भिवंडी लोक सभा निर्वाचन क्षेत्र में वर्तमान में लंबित रेलवे परियोजनाओं का ब्यौरा क्या है और उन्हें समय पर पूरा करने के लिए सरकार द्वारा तैयार की गई कार्य योजना क्या है; और

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

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

(क) से (घ): कल्याण और कसारा (68 किलोमीटर) के बीच तीसरी लाइन का कार्य ₹1,433

करोड़ की लागत से स्वीकृत किया गया है। मार्च, 2026 तक ₹ 1,067 करोड़ का व्यय हुआ है। परियोजना की खंड-वार प्रगति निम्नानुसार है:

क्र.सं.	खंड का नाम	कार्य की स्थिति
1	उबरमाली - खर्डी (13 कि.मी.)	भूमि अधिग्रहण: 5 हेक्टेयर, कार्य पूरा किया गया है। स्टेशन भवन: 01 , कार्य पूरा किया गया है। रेलपथ जोड़ने का कार्य: कार्य पूरा किया गया है।
2	खर्डी-आसनगांव (22 कि.मी.)	भूमि अधिग्रहण: 23 में से 22 हेक्टेयर का अधिग्रहण किया गया और शेष अधिग्रहण शुरू कर दिया गया है। बड़े पुल: 01, कार्य शुरू किया गया है। स्टेशन भवन: 03 , सभी कार्य पूरे किए गए हैं। रेलपथ जोड़ने का कार्य: 22 में से 10 टीकेएम पूरा हो गया है और शेष पर कार्य शुरू किया गया है:
3	आसनगांव-खडावली (14 कि.मी.)	भूमि अधिग्रहण: 11 में से 10 हेक्टेयर का अधिग्रहण किया गया और शेष अधिग्रहण शुरू किया गया है। बड़े पुल: 04 में से 02 कार्य पूरे हो चुके हैं और शेष पर कार्य

		शुरू किया गया है।
4	खडावली-कल्याण (18 कि. मी.)	भूमि अधिग्रहण: 15 में से 11 हेक्टेयर का अधिग्रहण किया गया और शेष अधिग्रहण शुरू किया गया है। बड़े पुल: 04 में से 02 पूरे हो चुके हैं और शेष पर कार्य शुरू कर दिया गया है। स्टेशन भवन: 01 , कार्य पूरा किया गया।

मुंबई शहरी परिवहन परियोजना (एमयूटीपी)-3ए के तहत 1759 करोड़ रु. की लागत से कल्याण और आसनगांव (32.22 कि.मी.) के बीच चौथी लाइन स्वीकृत की गई है। कार्य की स्थिति निम्नानुसार है:

खंड का नाम	कार्य की स्थिति
कल्याण - आसनगांव (32.22 कि.मी.)	भूमि अधिग्रहण: 28 में से 17 हेक्टेयर का कार्य पूरा किया गया है। मिट्टी संबंधी कार्य: 13.32 लाख घन मीटर में से कार्य 2.58 लाख/घन मीटर पूरा किया गया है। महत्वपूर्ण/बड़े पुल: 7 में से 6 पुलों का कार्य प्रगति पर है। छोटे पुल/आरयूबी/एलएचएस: 92 अदद में से 8 अदद का कार्य पूरा हो गया है और शेष 84 में कार्य प्रगति पर है।

उपरोक्त दो परियोजनाओं के अलावा, भिवंडी लोकसभा निर्वाचन क्षेत्र में पूर्णतः/अंशतः आने वाली अन्य परियोजनाओं की स्थिति निम्नानुसार है:-

क्र.सं.	परियोजना का नाम (लंबाई)	स्थिति
1.	कल्याण - मुरबाड नई लाइन (28 कि.मी.)	भूमि अधिग्रहण कार्य शुरू किया गया है।
2.	आसनगांव - कसारा चौथी लाइन (35 कि.मी.)	हाल ही में स्वीकृत की गई है।
3.	कसारा - मनमाड तीसरी और चौथी लाइन (131 कि.मी.)	हाल ही में स्वीकृत की गई है।

महाराष्ट्र:

रेल बजट:

पिछले पांच वर्षों में बजट आबंटन में उल्लेखनीय वृद्धि हुई है। महाराष्ट्र राज्य में पूर्णत:/अंशत: पड़ने वाली अवसंरचना संबंधी परियोजनाओं और संरक्षा कार्यों के लिए बजट आबंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	1,171 करोड़ रुपए/वर्ष
2026-27	23,926 करोड़ रुपए (20 गुना से अधिक)

रेलपथ निर्माणः

वर्ष 2009-14 और वर्ष 2014-26 के दौरान, महाराष्ट्र राज्य में पूर्णतः/अंशत: पड़ने वाले नए रेलपथ के निर्माण के ब्यौरे निम्नानुसार हैं:

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	**292 कि.मी.**	**58.4 कि.मी./वर्ष**
2014-26	**2,585 कि.मी.**	**215.4 कि.मी./वर्ष (लगभग 4 गुना)**

स्वीकृत परियोजनाएं:

दिनांक 01.04.2026 की स्थिति के अनुसार, महाराष्ट्र राज्य में पूर्णतः/अंशत: पड़ने वाली 1,42,635 करोड़ रुपए की लागत से 5,956 किलोमीटर कुल लंबाई की 52 परियोजनाओं (13 नई लाइनें, 02 आमान परिवर्तन और 37 दोहरीकरण) को स्वीकृत किया गया है। इसका सार निम्नानुसार है:-

कोटि	स्वीकृत परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	मार्च 2026 तक कमीशन की गई लंबाई (कि.मी. में)	मार्च 2026 तक व्यय (करोड़ रु. में)
नई लाइन	13	1,399	266	13,065
आमान परिवर्तन	02	609	334	5,013
दोहरीकरण/मल्टीट्रैकिंग	37	3,948	998	16,704
कुल	52	5,956	1,598	34,782

हाल ही में पूरी हुई परियोजनाएं:

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

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

चालू परियोजनाएं:

महाराष्ट्र राज्य में रेल अवसंरचना को और बेहतर बनाने के लिए निम्नलिखित कार्यों को शुरू किया गया है:-

क्र. सं.	परियोजना का नाम	लागत (करोड़ रुपए में)
1	अहिल्या नगर-परली वैजनाथ नई लाइन (261 किलोमीटर)	5,800
2	बारामती-लोनंद नई लाइन (64 किलोमीटर)	1,844
3	वर्धा-नांदेड़ नई लाइन (284 किलोमीटर)	5,248
4	इंदौर-मनमाड नई लाइन (360 किलोमीटर)	18,529
5	वडसा-गढ़चिरौली नई लाइन (52 किलोमीटर)	1,886
6	जालना-जलगांव नई लाइन (174 किलोमीटर)	5,804
7	वर्धा-नागपुर तीसरी लाइन (76 किलोमीटर)	917
8	वर्धा-बल्हारशाह तीसरी लाइन (132 किलोमीटर)	1,755
9	इटारसी-नागपुर तीसरी लाइन (280 किलोमीटर)	2,607
10	राजनांदगांव-नागपुर तीसरी लाइन (228 किलोमीटर)	3,545
11	वर्धा-नागपुर चौथी लाइन (79 किलोमीटर)	1,215
12	जलगांव-मनमाड चौथी लाइन (160 किलोमीटर)	2,574
13	भुसावल-खंडवा तीसरी और चौथी लाइन (131 किलोमीटर)	3,285
14	सोलापुर-तुलजापुर-उस्मानाबाद नई लाइन (84 कि.मी.)	3,296
15	पनवेल-चौक दोहरी लाइन (17 कि.मी.)	491
16	वर्धा- बल्हारशाह चौथी लाइन (135 कि.मी.)	2,226
17	इटारसी-नागपुर चौथी लाइन (297 कि.मी.)	5,010
18	वर्धा-भुसावल तीसरी और चौथी लाइन (314 कि.मी.)	9,197
19	गोंदिया-डोंगरगढ़ चौथी लाइन (84 कि.मी.)	2,223

20	गोंदिया-बल्हारशाह दोहरीकरण (240 कि.मी.)	4,819
21	कल्याण-कसारा तीसरी लाइन (68 कि.मी.)	1,433
22	नाइगांव-जुइचेंद्र दोहरी कॉर्ड लाइन (5 कि.मी.)	176
23	नीलजे-कोपर दोहरी कॉर्ड लाइन (5 कि.मी.)	338
24	बदलापुर-कर्जत तीसरी और चौथी लाइन (32 कि.मी.)	1,324
25	आसनगांव-कसारा चौथी लाइन (35 कि.मी.)	794
26	कसार-मनमाड तीसरी और चौथी लाइन (131 कि.मी.)	10,154
27	गोंदिया-जबलपुर दोहरीकरण (231 कि.मी.)	5,236
28	चालीसगांव रेल ओवर रेल फ्लाईओवर (11 कि.मी.)	264
29	चिखली और सोमताने (4 कि.मी.) के बीच कॉर्ड लाइन	172

मुंबई उपनगरीय क्षेत्र के लिए क्षमता संवर्धन कार्य:

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

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

क्र.सं	स्थान	विवरण
1	बांद्रा टर्मिनस	3 पिट लाइनों को पूरा किया गया।
2	मुंबई सेंट्रल	24 एलएचबी सवारी डिब्बों के लिए प्लेटफॉर्मों का विस्तार
3	जोगेश्वरी	5 अतिरिक्त प्लेटफॉर्म, 2 पिट लाइनें
4	दादर	1 अतिरिक्त प्लेटफॉर्म

5	पनवेल-कलंबोली	5 प्लेटफॉर्म, 4 पिट लाइनें और 2 सिक लाइनें
6	कल्याण	6 प्लेटफॉर्म तथा 4 पिट लाइनें
7	लोकमान्य तिलक (टर्मिनस)	4 प्लेटफॉर्म तथा 2 पिट लाइनें
8	परेल	6 प्लेटफॉर्म, 5 पिट लाइन, 6 स्टेबलिंग लाइन
9	वसई-विरार क्षेत्र	वसई रोड: 6 प्लेटफॉर्म 3 पिट लाइनें तथा 5 स्टेबलिंग लाइन नायगाँव - 30 स्टेबलिंग लाइनें विरार - 2 स्टेबलिंग लाइनें
10	दहाणू क्षेत्र	दहाणू : 5 स्टेबलिंग लाइन न्यू वाणगाँव: 30 स्टेबलिंग लाइनें

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

क्षमता संवर्धन के लिए नई परियोजनाएं:

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

इन परियोजनाओं में मुंबई उपनगरीय क्षेत्र में निम्नलिखित कार्य शामिल हैं:

क्र.सं.	परियोजना का नाम	लागत (करोड़ रुपए में)
1	छठी लाइन मुंबई सेंट्रल-बोरीवली (30 कि.मी.)	919
2	हार्बर लाइन गोरेगांव-बोरीवली (7 कि.मी.) का विस्तार	826
3	विरार-दहानू रोड तीसरी और चौथी लाइन (64 कि.मी.)	3,587
4	5वीं और 6वीं लाइन सीएसटीएम-कुर्ला (18 कि.मी.)	891
5	पनवेल-कर्जत उपनगरीय कॉरिडोर (30 कि.मी.)	2782
6	ऐरोली-कलवा (एलिवेटेड) उपनगरीय कॉरिडोर लिंक (3 कि.मी.)	476
7	5वीं और 6वीं लाइन बोरीवली-विरार (26 कि.मी.)	2,184
8	कल्याण-आसनगांव के बीच चौथी लाइन (32 कि.मी.)	1,759
9	कल्याण-बदलापुर के बीच तीसरी और चौथी लाइन (14.05 कि.मी.)	1,510
10	कल्याण यार्ड-मुख्य लाइन और उपनगरीय का पृथक्करण	866
11	नायगांव और जुचंद्रा के बीच वसई बाईपास लाइन (दोहरी लाइन) (5.73 कि.मी.)	176
12	बदलापुर और कर्जत के बीच तीसरी और चौथी लाइन (32.46 कि.मी.)	1,324
13	आसनगांव और कसारा के बीच चौथी लाइन (34.97 कि.मी.)	794
14	ट्रेसपास नियंत्रण (34 स्थान)	551

नई पीढ़ी की गाड़ियां:

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

बुलेट ट्रेन परियोजना:

वर्तमान में, मुंबई-अहमदाबाद हाई स्पीड रेल (एमएएचएसआर) परियोजना (508 कि.मी.) निष्पादन के अधीन है। यह परियोजना गुजरात, महाराष्ट्र और केंद्र शासित प्रदेश दादरा और नगर हवेली से होकर गुजरती है और इसमें मुंबई, ठाणे, विरार, बोईसर, वापी, बिलिमोरा, सूरत, भरूच, वडोदरा, आणंद, अहमदाबाद और साबरमती में 12 स्टेशनों के निर्माण की योजना बनाई गई है।

मुंबई-अहमदाबाद हाई स्पीड रेल परियोजना के लिए संपूर्ण भूमि (1389.5 हेक्टेयर) अधिगृहीत कर ली गई है। सभी सांविधिक मंजूरियां प्राप्त कर ली गई है। सभी 1,651 जनोपयोगी सेवाओ को स्थानांतरित कर दिया गया है। महाराष्ट्र राज्य में भूमि अधिग्रहण में विलंब से यह परियोजना 2021 तक प्रभावित रही है। महाराष्ट्र में 2022 में भूमि अधिग्रहण में तेजी आई।

अब तक विभिन्न प्रमुख मदों की प्रगति निम्नानुसार है:

मद	प्रगति
पाया	452 कि.मी.
गर्डर	356 कि.मी.
ट्रैक बैड	209 कि.मी.
ओएचईमास्ट	190 कि.मी.

स्टेशनों पर कार्य की प्रगति निम्नानुसार है:-

क्र.सं.	स्टेशन	स्थिति
1	साबरमती	नींव का कार्य पूरा कर लिया गया है, प्लेटफॉर्म स्लैब, छत का संरचनात्मक कार्य और फिनिशिंग कार्य प्रगति पर है।
2	अहमदाबाद	संरचनात्मक कार्य पूरा कर लिया गया है और फिनिशिंग कार्य शुरू कर दिया गया है।
3	आणंद/नडियाद	
4	वडोदरा	नींव का कार्य पूरा कर लिया गया है, संरचनात्मक कार्य और फिनिशिंग कार्य शुरू कर दिया गया है।
5	भरूच	संरचनात्मक कार्य पूरा कर लिया गया है और फिनिशिंग का कार्य शुरू कर दिया गया है।
6	सूरत	
7	बिलिमोरा	
8	वापी	
9	बोईसर	नींव का कार्य शुरू कर दिया गया है और यह अंतिम चरण में है। संरचनात्मक कार्य भी शुरू कर दिया गया है।
10	विरार	
11	ठाणे	
12	बीकेसी (मुंबई)	यह एक भूमिगत स्टेशन है। नींव का कार्य लगभग पूरा हो गया है और बेस स्लैब का कार्य शुरू कर दिया गया है।

नदी पुलों पर कार्य की प्रगति इस प्रकार है:-

क्र.सं.	नदी का नाम	स्थिति
1	साबरमती नदी (480 मीटर)	उप-संरचना का कार्य पूरा कर लिया गया है, अधिसंरचना का कार्य शुरू कर दिया गया है।
2	मेशवा नदी (120 मीटर)	पुल का निर्माण कार्य पूरा कर लिया गया है।
3	वात्रक नदी (280 मीटर)	
4	मोहर (शेढ़ी) नदी (160 मीटर)	
5	माही नदी (720 मीटर)	12 में से 11 कुओं का कार्य पूरा कर लिया गया है; 5 स्पैन लॉन्च कर दिए गए हैं।
6	विश्वामित्री नदी (80 मीटर)	पुल का निर्माण कार्य पूरा कर लिया गया है।
7	ढाढर नदी (120 मीटर)	
8	नर्मदा नदी (1366 मीटर)	25 में से 21 कुओं का कार्य पूरा कर लिया गया है; 4 स्पैन लॉन्च कर दिए गए हैं।
9	किम नदी (120 मीटर)	पुल का निर्माण कार्य पूरा कर लिया गया है।

10	तापी नदी (720 मीटर)	नींव का कार्य शुरू कर दिया गया है, 12 में से 10 कुओं का कार्य पूरा कर लिया गया है।
11	मिंधोला नदी (240 मीटर)	पुल का निर्माण कार्य पूरा कर लिया गया है।
12	पूर्णा नदी (360 मीटर)	
13	अंबिका नदी (200 मीटर)	
14	वेंगानिया नदी (200 मीटर)	
15	कावेरी नदी (120 मीटर)	
16	खरेरा नदी (120 मीटर)	
17	औरंगा नदी (320 मीटर)	
18	पार नदी (320 मीटर)	
19	कोलक नदी (160 मीटर)	
20	दमन गंगा नदी (360 मीटर)	

21	दारोथा नदी (80 मीटर)	
22	जगनी नदी (360 मीटर)	नींव का कार्य पूरा कर लिया गया है।
23	वैतरणा नदी (2320 मीटर)	12 पाइल कैप और 11 पायों (58 में से) के कार्य पूरे कर लिए गए हैं।
24	उल्हास नदी (120 मीटर)	नींव का कार्य शुरू करने के लिए अस्थाई पहुंच पुल का कार्य पूरा कर लिया गया है।
25	देसाई खाड़ी नदी पुल (400 मीटर)	भू-तकनीकी जांच पूरी कर ली गई है और डिज़ाइन का कार्य शुरू कर दिया गया है।

समुद्र के नीचे सुरंग (लगभग 21 कि.मी.) का कार्य शुरू कर दिया गया है, जिसमें से महाराष्ट्र में घनसोली और शिलफाटा के बीच 4.8 कि.मी. लंबी सुरंग का कार्य पूरा कर लिया गया है।

सूरत-वापी खंड (97 कि.मी.) पर नदी पुल निर्माण सहित सभी सिविल कार्य पूरे हो चुके हैं और 87% रेलपथ बिछा दिया गया है।

बहरहाल, बुलेट ट्रेन परियोजना एक बहुत ही जटिल और तकनीकी रूप से गहन परियोजना है। सिवल संरचनाओं, रेलपथ, बिजली, सिगनल एवं दूरसंचार के सभी कार्यों और ट्रेनसेट की आपूर्ति पूरा होने के बाद समग्र परियोजना के पूरा होने की सटीक समय सीमा का उचित रूप से पता लगाया जा सकता है।

इसके अलावा, राष्ट्रीय परिवहन अवसंरचना को सुदृढ़ करने और क्षेत्रीय संपर्कता, आर्थिक वृद्धि, पर्यटन, निवेश और रोजगार सृजन को प्रोत्साहित करने और सड़क एवं हवाई यातायात को रेल की ओर स्थानांतरित करने को बढ़ावा देने के लिए, सरकार ने केंद्रीय बजट 2026-27 में निम्नलिखित

सात नए उच्च-गति रेल गलियारे विकसित करने की घोषणा की है:-

i. मुंबई- पुणे

ii. पुणे-हैदराबाद

iii. हैदराबाद-बेंगलूरु

iv. हैदराबाद-चेन्नै

v. चेन्नै-बेंगलूरु

vi. दिल्ली-वाराणसी

vii. वाराणसी-सिलीगुड़ी

उच्च गति रेल गलियारे/परियोजना के अत्यधिक पूंजी-साध्य होने के कारण, किसी भी उच्च गति रेल गलियारे/परियोजना को स्वीकृत करने का निर्णय विस्तृत परियोजना रिपोर्ट, तकनीकी-आर्थिक व्यवहार्यता अध्ययन के परिणाम और वित्तपोषण विकल्पों जैसे संसाधनों की उपलब्धता आदि जैसे कई कारकों पर निर्भर करता है।

समर्पित माल गलियारा:

रेल मंत्रालय ने दो समर्पित माल गलियारों अर्थात पूर्वी समर्पित माल गलियारा (ईडीएफसी) लुधियाना से सोननगर (1337 कि.मी.) और पश्चिमी समर्पित माल गलियारा (डब्ल्यूडीएफसी) जवाहरलाल नेहरू पोर्ट टर्मिनल (जेएनपीटी) से दादरी (1506 कि.मी.) का निर्माण का कार्य शुरू किया है।

पूर्वी समर्पित माल गलियारा और पश्चिमी समर्पित माल गलियारा पर कार्य पूरा हो गया है और इनकी कमीशनिंग कर दी गई है। समर्पित माल गलियारे पर औसतन प्रतिदिन 443 से अधिक गाड़ियों का परिचालन किया जाता है। पूर्वी और पश्चिमी समर्पित माल गलियारों के पूरी तरह से परिचालित खंडों ने सुदृढ़ परिचालनिक कार्य निष्पादन का प्रदर्शन किया है। माल ढुलाई की मात्रा में औसत लगातार वृद्धि हुई है, जिसमें औसत गति अधिक है, तीव्र बदलाव और विश्वसनीयता में

वृद्धि हुई है। गलियारों में कंटेनर, कोयला और थोक माल ढुलाई में लगातार वृद्धि देखी जा रही है, जो माल ढुलाई परिवहन में क्षमता वृद्धि में महत्वपूर्ण योगदान दे रही है।

समर्पित माल गलियारा ने माल ढुलाई यातायात को पूर्वी समर्पित माल गलियारा और पश्चिमी समर्पित माल गलियारा में अंतरित कर पारंपरिक नेटवर्क पर अतिरिक्त रेलपथ बनाने में योगदान दिया है। इसके परिणामस्वरूप, रेलवे अपने नेटवर्क पर अतिरिक्त माल और कोचिंग सेवाएं चलाने में सक्षम रही है। समर्पित माल गलियारे ने तेज़ पारगमन समय, उच्च थ्रूपुट और डबल-स्टैक कंटेनर संचालन (विशेष रूप से पश्चिमी डीएफसी पर) को सक्षम किया है। इन सुधारों ने समग्र लॉजिस्टिक्स लागत को कम करने, आपूर्ति श्रृंखला दक्षता में सुधार करने और भारतीय उद्योगों की प्रतिस्पर्धात्मकता बढ़ाने में योगदान दिया है।

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

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

- राज्य सरकार द्वारा भूमि अधिग्रहण
- वन मंजूरी
- अतिलंघनकारी जनोपयोगिताओं का हस्तांतरण
- विभिन्न प्राधिकरणों से सांविधिक मंजूरी
- क्षेत्र की भूवैज्ञानिक और स्थलाकृतिक स्थितियाँ
- परियोजना स्थल के क्षेत्र में कानून और व्यवस्था की स्थिति
- किसी विशेष परियोजना स्थल आदि के लिए एक वर्ष में कार्य करने वाले महीनों की संख्या।

ये सभी कारक परियोजना/परियोजनाओं के पूरा होने के समय और लागत को प्रभावित करते हैं। रेल परियोजनाओं के प्रभावी और त्वरित कार्यान्वयन के लिए सरकार द्वारा उठाए गए विभिन्न कदमों में शामिल हैं:

- निधियों के आबंटन में पर्याप्त वृद्धि।
- फील्ड स्तर पर शक्तियों का प्रत्यायोजन।
- विभिन्न स्तरों पर परियोजना की प्रगति की कड़ी निगरानी।
- परियोजनाओं से संबंधित अन्य मुद्दों के समाधान हेतु भूमि अधिग्रहण, वानिकी और वन्यजीव मंजूरी के लिए राज्य सरकारों और संबंधित अधिकारियों के साथ नियमित रूप से अनुवर्ती कार्रवाई करना।

PUNCTUALITY AND CATERING SERVICES IN RAILWAYS

611. SHRIMATI SHAMBHAVI:

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

(a) whether the Government tracks the high rate of delays and poor punctuality in ordinary passenger and express trains that severely disrupt the daily schedules of small traders and common commuters, if so, the details thereof and if not, the reasons therefor;

(b) the average punctuality percentage recorded for non-premium express trains during the last two quarters of 2026;

(c) whether IRCTC is strictly enforcing the mandatory display of standardised, fixed rate-cards to stop private catering vendors from illegally overcharging

passengers for meals and water bottles in running trains, if so, the details thereof and if not, the reasons therefor;

(d) the number of financial fines levied/vendor catering contracts cancelled for overpricing/supplying unhygienic food items in 2025-26; and

(e) the steps taken/being taken by the Government to install digital QR-code payment stickers across all pantry carts?

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

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

The average punctuality of Mail/Express trains during the 1st quarter of 2026 (i.e. January-March) was 75.05% and that during the 2nd quarter (i.e. April-June) was 75.76%.

The overall punctuality of trains (including all Mail/Express, Vande Bharat Express, Rajdhani Express, Shtabadi Express etc.) on Indian Railways during 2026-27 (April to June) was 76.32%.

The steps taken to improve punctuality of train services include:

- Regular, continuous and real-time monitoring of punctuality of trains using

technological tools and IT systems.

- Use of an integrated digital platform for monitoring of train operations comprising Integrated Coaching Management System (ICMS) and Control Office Application (COA) which are integrated with National Train Enquiry System (NTES).
- Progressive advancement for automatic uptake of timings by the train movement itself, is being achieved through GPS devices fitted locomotives {Real-Time Train Information System (RTIS) and Remote Monitoring and Management of Locomotives and Trains (REMMLOT)} and Data loggers integrated with the station signaling system.
- Data loggers ensure real time and realistic reporting of arrival / departure of passenger trains at stations.
- IR has been replacing conventional coaches (ICF coaches) by modern light weight LHB coaches having state-of-the art technology. The Production units of Indian Railways are producing only LHB coaches from April 2018 onwards. The production of LHB coaches has continually increased during the years and about 50,000 LHB coaches have been turned out since 2014. IR has also been proliferating Vande Bharat, Namo Bharat Rapid Rail and Amrit Bharat trains, for quick acceleration and deceleration.
- To improve punctuality, IR also undertakes rationalisation of time tables. One such exercise, in a scientific manner, was undertaken with the

assistance of IIT- Mumbai using their traffic simulator. The exercise also aimed at provisioning of fixed Integrated Maintenance blocks on all sections to minimise detention and improve punctuality.

- New generation High capacity Locomotives are being utilised for Right powering of trains.

- Further, with a view to minimise and mitigate the effect of fog and to assist the Loco Pilots run the train during foggy weather conditions the following steps have been taken by Indian Railways:

  (i) GPS based FOG SAFE DEVICE – A Global Positioning System (GPS) based portable 'Fog Safe Device' (FSD) is being provided to Loco Pilots, which displays upcoming critical landmarks such as approaching signal, level crossing gates, permanent speed restrictions etc. in advance during poor visibility conditions like fog. This device is used for safe train operation especially during winter season and to help reduce stress on Loco Pilots while running in poor visibility conditions. As on 30.04.2026, there are 32,748 Fog Safe devices available over Indian Railways.

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

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

Results/Outcomes:

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

No. of Zones	Punctuality percentage
3	Punctuality of more than 90%
09	Punctuality between 75% and 90%
All Zones of Indian Railways	77%

(c) to (e) Indian Railways serve nearly 60 cr meals every year on average in trains and on an average about 0.002% complaints are received. Based on inquiry on these complaints during the last three years, an overall fine of Rs 56 cr has been imposed.

Passenger complaints related to quality and hygiene in trains are handled by IRCTC promptly and appropriate punitive action is taken against the service providers for deficiency in service as per contract agreement. IRCTC publishes the debarment list on its official website.

Indian Railways continuously endeavour to provide good quality and hygienic food items to the travelling passengers as per the prescribed norms. Necessary steps are accordingly taken by Indian Railways from time to time to ensure the same.

The following measures have been taken to improve quality, hygiene and food safety:

- Supply of meals from designated Base Kitchens.
- Commissioning of modern Base Kitchens at identified locations.
- Installation of CCTV Cameras in Base Kitchens for better monitoring of food preparation.
- Shortlisting and use of popular and branded raw materials, like cooking oil, atta, rice, pulses, masala items, paneer, dairy products etc. for food production.
- Deployment of Food Safety Supervisors at Base Kitchens to monitor food safety and hygienic practices.
- Deployment of on-board IRCTC supervisors on trains.
- Introduction of QR codes on meal packets supplied in trains to enhance food safety, transparency and passenger awareness. The QR code provides complete PLM (Packing, Labelling and Marking) information including Maximum Retail Price (MRP), date and time of packing, name of the licensee and FSSAI license number, enabling passengers to verify food details easily

- Regular deep cleaning and periodical pest control in Base Kitchens and Pantry Cars.
- In order to ensure compliance with Food Safety Norms, Food Safety and Standards Authority of India (FSSAI) certification from designated Food Safety Officers of each catering unit has been made mandatory.
- Regular food sampling as a part of the inspection and monitoring mechanism to ensure quality of food on trains.
- Third Party Audit is done to examine hygiene and quality of food in Pantry Cars and Base Kitchens. Customer satisfaction survey is also conducted.
- Regular and surprise inspections by Railway/ IRCTC officials, including Food Safety Officers.
- Regular training is conducted by IRCTC to enhance the skills of catering staff, focusing on customer service areas i.e., communication, courteous behaviour, service standards, personal grooming, and hygiene.

Following measures have been taken to improve onboard cleanliness:

- Mechanized Coach Cleaning is undertaken during primary maintenance.
- On-Board Housekeeping Services (OBHS) are provided for en-route cleaning and grievance redressal.
- Clean Train Station (CTS) services ensure mechanized cleaning of coaches, including toilets, during scheduled stoppages.

- Engagement of professional and technology-enabled service providers for sustained improvements in cleanliness and passenger services.
- All passenger coaches have been installed with bio-toilets so that no human waste is discharged from coaches on the track resulting in improved cleanliness level. The details of provision of bio toilets are as under:

Period	**Number of Bio-Toilet fitted**
2004-2014	9,587
2014- Till June 2026	3,73,577

पठानकोट-जोगिंदर नगर नैरो गेज रेल लाइन

612. डॉ. राजीव भारद्वाज:

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

(क) क्या पठानकोट-जोगिंदर नगर नैरोगेज रेलवे लाइन को ब्रॉडगेज में बदलने के लिए यातायात अध्ययन की प्रक्रिया शुरू की गई है;

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

(ग) क्या उक्त यातायात अध्ययन को संचालित करने के लिए किसी निजी कंपनी को कार्य आदेश दिया गया है; और

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

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

(क) से (घ): विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने के लिए मौजूदा पठानकोट-जोगिंदर नगर छोटी लाइन खंड (200 कि.मी.) के आमान परिवर्तन के सर्वेक्षण को स्वीकृति प्रदान कर दी गई है। इस कार्य के लिए एक पेशेवर एजेंसी को नियुक्त किया गया है। फील्ड सर्वेक्षण और यातायात अध्ययन पूरा हो चुका है और विस्तृत परियोजना रिपोर्ट तैयार करने का कार्य शुरू कर दिया गया है।

विस्तृत परियोजना रिपोर्ट तैयार करने के बाद, परियोजना को राज्य सरकारों और आवश्यक अनुमोदन जैसे नीति आयोग, वित्त मंत्रालय आदि के मूल्यांकन सहित विभिन्न हितधारकों के साथ परामर्श करना अपेक्षित होता है। चूंकि हितधारकों के साथ परामर्श एक सतत् और गतिशील प्रक्रिया है, इसलिए सटीक समय-सीमा निर्धारित नहीं की जा सकती है।

SALE OF EXPIRED FOOD PRODUCTS WITH ALTERED LABELS

613. SHRI B MANICKAM TAGORE:

(a) whether the Government has taken note of the recent case in Delhi involving sale of expired food products with altered manufacturing and expiry dates and if so, the details thereof;

(b) whether similar cases of relabeling and resale of expired food items have been reported across the country and if so, the details thereof, State-wise;

(c) whether the Government has taken any steps to identify and dismantle

organised networks involved in procurement and resale of expired or near-expired food products nationwide and if so, the details thereof;

(d) whether the Government has assessed the scale of such illegal practices both in Delhi and other parts of the country and if so, the data thereof;

(e) whether counterfeit and expired food items are being distributed through retail stores, wholesale markets and e-commerce platforms across the country and if so, the details of the action taken by the Government in this regard; and

(f) whether the Government considers existing enforcement by Food Safety and Standards Authority of India (FSSAI) and State Food Safety Departments sufficient to tackle such rackets operating in multiple States and if so, the details thereof?

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 (f): Food Safety and Standards Authority of India (FSSAI) has informed that Food Safety Department of Delhi and FSSAI has taken cognizance of recent case in Delhi involving sale of expired food products with altered manufacturing and expiry dates. It was reported that four Delhi based firms were involved in deliberate removal and re-printing of expiry dates, batch

numbers, and other mandatory label declarations on food products.

A joint team of Food Safety Officer from Food Safety Department of Delhi and Northern Regional Office of FSSAI have conducted immediate inspections in the above mentioned premises under the provisions of the Food Safety and Standards Act 2006. During the inspection, various food and non-food items of different brands were found stored at the premises. Several food products were allegedly found bearing forged manufacturing dates, expiry dates, batch numbers and altered label declarations.

Criminal proceedings have been initiated as per law and Licenses of these 04 firms have been suspended.

Food Safety Department of Delhi has issued an Order dated 09.07.2026 to all Designated Officers and Food Safety Officers in its jurisdiction to conduct regular special enforcement drive in this regard till further order or until specifically reviewed by the Commissioner. This enforcement drive will focus on:

- Fraudulent re-labelling of expired food products;
- Tampering with expiry dates, "Best Before" dates, batch numbers, manufacturing dates, QR codes, or other statutory declarations;
- Counterfeit labels and packaging;
- Storage of expired food products intended for re-entry into the market;
- Unauthorised repacking or relabelling activities;
- and any other practice amounting to food fraud, misbranding, or

consumer deception.

Further, FSSAI has also issued directions to all Commissioners of Food Safety of States/UTs to undertake Nationwide surveillance and appropriate action under the provisions of the Food Safety and Standards Act, 2006 against instances of tampering of expiry dates, fraudulent re-labelling and sale/distribution of expired food products vide Order dated 09.07.2026.

More than 99% of the Food Business Operators (FBOs) fall within the jurisdiction of the State/UT Food Safety Authorities. Accordingly, the enforcement and implementation of the provisions of the Food Safety and Standards Act, 2006 (FSS Act, 2006) primarily rests with the State/UT Food Safety Authorities within their respective jurisdictions. To ensure compliance with the standards, limits, and other statutory requirements prescribed under the Food Safety and Standards Act, 2006, and the regulations made thereunder, the State Food Safety Authorities undertake regular surveillance, monitoring, targeted enforcement drives, inspections, and sampling activities across the food sector.

Any deviation from the prescribed standards or violation of the provisions of the FSSR, when detected, results in stringent regulatory and punitive action against the non-compliant Food Business Operators (FBOs) in accordance with the Food Safety and Standards Act, 2006 and the rules framed thereunder, including suspension and cancellation of licence, prohibition on sale, seizure and destruction of non-compliant food articles and

judiciary action through adjudication (civil) and prosecution (criminal) as per the provisions outlined in Chapter IX (Offences and Penalties) of the Act, specifically Sections 48-67.

आर्टिफिशियल इंटेलिजेंस आधारित इमेज जेनरेशन प्लेटफॉर्म का दुरुपयोग

614. डॉ. आनन्द कुमार गोंडः

क्या **इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री** यह बनाने की कृपा करेंगे किः

(क) क्या सरकार इस बात ने अवगत है कि आर्टिफिशियल इंटेलिजेंस (एआई) आधारित इमेज जनरेशन प्लेटफॉमों का दुरुपयोग करके व्यक्तियों, विशेषकर महिलाओं और बच्चों की तस्वीरों में बदलाव करके आपत्तिजनक और अश्लील तस्वीरें बनाई जा रही हैं. जिनसे उनकी गोपनीयता, गरिमा और सुरक्षा के लिए गंभीर खतरा पैदा हो रहा है;

(ख) पिछले तीन वर्षों के दौरान इस तरह के दर्ज किए गए मामलों की संख्या कितनी है और ऐसे मामलों में दर्ज की गई एफआईआर की संख्या कितनी है, साथ ही उन मामलों की संख्या कितनी है जिनमें सरकार द्वारा कार्रवाई की गई है;

(ग) क्या सरकार ने इस तरह के दुरुपयोग को रोकने के लिए आईटी अधिनियम, साइबर कानूनों या एआई ने संबंधित कोई विशिष्ट दिशानिर्देश/नियम जारी किए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या सरकार पीड़ितों को तत्काल राहत प्रदान करने और ऐसी आपत्तिजनक सामग्री को तुरंत हटाना सुनिश्चित करने के लिए एआई प्लेटफॉर्मों की जवाबदेही तय करने हेतु अधिक कड़े नियामक तंत्र शुरू करने का प्रस्ताव कर रही है?

वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय में राज्य मंत्री (श्री जितिन प्रसाद):

(क) से (घ): सरकार की नीतियों का उद्देश्य महिलाओं और बच्चों सहित अपने उपयोगकर्ताओं के लिए एक खुला, सुरक्षित और विश्वसनीय और जवाबदेह इंटरनेट सुनिश्चित करना है। सूचना प्रौद्योगिकी अधिनियम, 2000 और सूचना प्रौद्योगिकी (मध्यवर्ती दिशानिर्देश और डिजिटल मीडिया आचार संहिता) नियम, 2021 ने मिलकर डिजिटल स्पेस में गैरकानूनी और हानिकारक सामग्री से निपटने के लिए एक आवश्यक तंत्र तैयार किया है।

सूचना प्रौद्योगिकी (आईटी) अधिनियम, 2000 ("आईटी अधिनियम")

आईटी अधिनियम विभिन्न साइबर अपराधों जैसे पहचान की चोरी (धारा 66 सी), प्रतिरूपण (धारा 66 डी), गोपनीयता उल्लंघन (धारा 66 ई), अश्लील या यौन रूप से स्पष्ट सामग्री को प्रकाशित या प्रसारित करने (धारा 67, 67 ए, 67 बी) के लिए सजा प्रदान करता है। यह पुलिस को अपराधों (धारा 78 और 80) की जांच करने का अधिकार भी देता है।

आईटी (मध्यवर्ती दिशानिर्देश और डिजिटल मीडिया आचार संहिता) नियम, 2021 ("आईटी नियम")

आईटी नियमों के तहत मध्यस्थों पर यह विशेष दायित्व डाला गया है कि वे अपने कर्तव्यों का निर्वहन करते समय उचित सावधानी बरतें और कंप्यूटर संसाधनों के उपयोगकर्ताओं को सूचित करें कि वे ऐसी कोई भी जानकारी होस्ट, प्रदर्शित, अपलोड, संशोधित, प्रकाशित, प्रसारित, अपडेट या साझा न करें जो बच्चों के लिए हानिकारक हो, अश्लील हो, पोर्नोग्राफिक हो, किसी अन्य की गोपनीयता का उल्लंघन करती हो, लिंग के आधार पर अपमानजनक या उत्पीड़न करती हो या उस समय लागू किसी भी कानून का उल्लंघन करती हो।

किसी व्यक्ति या उसकी ओर से किसी व्यक्ति द्वारा पूर्ण/आंशिक नग्नता, निजी अंगों के प्रदर्शन और कृत्रिम रूप से रूपांतरित इमेजों से संबंधित किसी भी सामग्री के बारे में शिकायत प्राप्त होने के दो

घंटे के भीतर, मध्यस्थ को अपने द्वारा होस्ट, संग्रहीत, प्रकाशित या प्रसारित की गई ऐसी सामग्री को हटाने या उस तक पहुंच को अक्षम करने के लिए सभी उचित और व्यावहारिक उपाय करने चाहिए।

<u>हाल के संशोधन:</u>

आईटी नियमों में हाल ही में किए गए संशोधनों के अनुसार, सोशल मीडिया प्लेटफॉर्म और अन्य मध्यस्थों को सक्षम न्यायालय के आदेश की प्राप्ति के तीन घंटे के भीतर या उपयुक्त सरकार या उसकी एजेंसी द्वारा तर्कसंगत सूचना प्राप्त होने के तीन घंटे के भीतर गैरकानूनी सामग्री को हटाना आवश्यक है।

अगर किसी उल्लंघन में अभी लागू किसी कानून—जैसे कि भारतीय न्याय संहिता, 2023 भारतीय नागरिक सुरक्षा संहिता, 2023 के साथ या लैंगिक अपराधों से बालकों का संरक्षण अधिनियम, 2012 के तहत कोई अपराध शामिल है, जिसके लिए रिपोर्ट करना ज़रूरी है, तो मध्यस्थों को लागू कानून के प्रावधानों के अनुसार ऐसे अपराध की रिपोर्ट संबंधित अधिकारी को करनी होगी।

10 फरवरी, 2026 को सरकार ने कृत्रिम रूप से उत्पन्न सूचना (एसजीआई) से होने वाले नुकसानों से निपटने के लिए आईटी नियम, 2021 में संशोधन करके नियामक तंत्र को सुदृढ़ किया, जिसमें डीपफेक और एआई-जनित सामग्री शामिल है।

संशोधन से संबंधित मुख्य बिंदु इस प्रकार हैं: -

- मध्यस्थों को यह सुनिश्चित करना आवश्यक है कि अनुमत एआई-जनित सामग्री के लिए स्पष्ट लेबलिंग और पता लगाने योग्य मेटाडेटा उपलब्ध हो, ताकि उपयोगकर्ता कृत्रिम रूप से उत्पन्न सामग्री को आसानी से पहचान सकें और धोखाधड़ी या दुरुपयोग को रोक सकें।
- यह उपयोगकर्ता की जवाबदेही और प्लेटफॉर्म की उचित सावधानी को और मजबूत करता है, जिसमें गैरकानूनी एआई-जनित सामग्री के कानूनी परिणामों के बारे में उपयोगकर्ताओं की अनिवार्य जागरूकता और सोशल मीडिया मध्यस्थों के लिए सुदृढ़ अनुपालन दायित्व शामिल

हैं।

- महत्वपूर्ण रूप से, दिशानिर्देश स्पष्ट रूप से बाल यौन शोषण सामग्री, गैर-सहमति वाली अंतरंग इमेजरी, प्रतिरूपण और अन्य हानिकारक एआई-जनित सामग्री को कवर करते हैं, जिससे प्लेटफार्मों को ऐसी सामग्री को रोकने और पता चलने पर त्वरित कार्रवाई करने की आवश्यकता होती है।

- अनुपालन के लिए समयसीमा को सुदृढ़ करना, जिसमें उचित सरकार या न्यायालय के आदेशों से वैध तर्कसंगत सूचना मिलने पर गैरकानूनी जानकारी को हटाने की समयसीमा को कम करना (समयसीमा 36 घंटे से घटाकर 3 घंटे कर दी गई है) और शिकायत निवारण (जिसमें नग्नता/पहचान छिपाना आदि जैसी विशेष श्रेणियां शामिल हैं) के लिए समयसीमा को कम करना (संवेदनशील मामलों के लिए समयसीमा क्रमशः 72 घंटे से घटाकर 36 घंटे और 24 घंटे से घटाकर 2 घंटे कर दी गई है)।
- मध्यस्थों का यह दायित्व है कि वे उचित और उपयुक्त तकनीकी उपाय अपनाएं, जिनमें स्वचालित उपकरण या अन्य उपयुक्त तंत्र शामिल हैं, ताकि किसी भी उपयोगकर्ता को कृत्रिम रूप से उत्पन्न ऐसी कोई भी जानकारी बनाने, उत्पन्न करने, संशोधित करने, बदलने, प्रकाशित करने, प्रसारित करने, साझा करने या फैलाने की अनुमति न दी जाए जो उस समय लागू किसी भी कानून का उल्लंघन करती हो।

आईटी नियमों के अनुसार, महत्वपूर्ण सोशल मीडिया मध्यस्थों (एसएसएमआई) को उचित तकनीकी उपाय करने के लिए उचित प्रयास करने होंगे, जिनमें स्वचालित उपकरण या अन्य उपयुक्त तंत्र शामिल हैं, ताकि ऐसी जानकारी की पहचान की जा सके जो किसी भी रूप में बलात्कार, बाल यौन शोषण या दुर्व्यवहार को दर्शाती हो, चाहे वह स्पष्ट हो या अस्पष्ट, या ऐसी कोई भी जानकारी जो सामग्री में पहले से हटाई गई जानकारी के बिल्कुल समान हो।

सूचना प्रौद्योगिकी नियमों में दिए गए कानूनी दायित्वों का पालन न करने की स्थिति में, मध्यस्थों

को सूचना प्रौद्योगिकी अधिनियम की धारा 79 के तहत प्राप्त तृतीय पक्ष सूचना से छूट समाप्त हो जाती है। वे किसी भी मौजूदा कानून के तहत दंडात्मक कार्रवाई या अभियोजन के लिए उत्तरदायी होंगे।

सलाह और मानक संचालन प्रक्रिया (एसओपी):

सरकार ने सूचना प्रौद्योगिकी अधिनियम और नियमों के तहत उचित सावधानी बरतने के दायित्वों के पालन पर जोर देते हुए सोशल मीडिया मध्यस्थों सहित सभी मध्यस्थों को कई सलाह जारी की हैं। जारी की गई सलाहों और तैयार किए गए मानक संचालन प्रक्रियाओं का विवरण इस प्रकार है:

- दिनांक 29.12.2025 की सलाह के माध्यम से, सरकार ने मध्यस्थों को सूचना प्रौद्योगिकी अधिनियम और सूचना प्रौद्योगिकी नियमों के तहत वैधानिक उचित सावधानी बरतने के दायित्वों का पालन करने के लिए दोहराया, ताकि उनके प्लेटफार्मों पर अश्लील, अभद्र, आपत्तिजनक, पोर्नोग्राफिक और अन्य गैर-कानूनी सामग्री की मेजबानी, प्रकाशन, प्रसारण, साझाकरण या अपलोडिंग को रोका जा सके। इसने मध्यस्थों को अपने आंतरिक अनुपालन ढांचे, सामग्री नियंत्रण प्रथाओं और उपयोगकर्ता प्रवर्तन तंत्रों की तत्काल समीक्षा करने और सूचना प्रौद्योगिकी अधिनियम और सूचना प्रौद्योगिकी नियमों के प्रावधानों का कड़ाई से और निरंतर पालन सुनिश्चित करने की भी सलाह दी।
- दिनांक 16.03.2026 को मध्यस्थों को अपमानजनक, मानहानिकारक, आपत्तिजनक, निंदनीय और भ्रामक कृत्रिम रूप से उत्पन्न जानकारी के निर्माण, होस्टिंग, प्रकाशन, प्रसारण, साझाकरण या अपलोड करने के संबंध में एक सलाह जारी की गई थी।
- ऑनलाइन प्लेटफॉर्म पर गैर-सहमति वाली अंतरंग इमेजरी (एनसीआईआई) सामग्री के प्रसार को कम करने के लिए एक मानक संचालन प्रक्रिया ("एसओपी") तैयार की गई है और 11.11.2025 को जारी की गई है। एसओपी पीड़ितों, बिचौलियों और कानून प्रवर्तन एजेंसियों को विस्तृत मार्गदर्शन प्रदान करता है ताकि सहमति के बिना साझा की गई अंतरंग या मॉर्फ्ड

इमेजों सहित एनसीआईआई सामग्री के ऑनलाइन प्रसार के खिलाफ त्वरित और समान कार्रवाई सुनिश्चित की जा सके।

राष्ट्रीय अपराध रिकॉर्ड ब्यूरो (एनसीआरबी) अपने प्रकाशन "भारत में अपराध" में अपराधों पर सांख्यिकीय आंकड़ों को संकलित और प्रकाशित करता है। नवीनतम प्रकाशित रिपोर्ट https://ncrb.gov.in पर देखी जा सकती है।

भारत के संविधान की सातवीं अनुसूची के अनुसार पुलिस और लोक व्यवस्था राज्य के विषय हैं। राज्य/संघ राज्य क्षेत्र अपनी कानून प्रवर्तन एजेंसियों (एलईए) के माध्यम से साइबर अपराध सहित अपराधों की रोकथाम, पता लगाने, जांच और अभियोजन के लिए प्राथमिक रूप से जिम्मेदार हैं।

BENEFICIARIES COVERED UNDER NFSA

615. DR. KADIYAM KAVYA:

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

(a): the details of beneficiaries covered under the National Food Security Act (NFSA) in Warangal district; and

(b): whether the Government proposes any revision in foodgrain allocation or strengthening of the Public Distribution System in the district?

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

(a): At present, 4,51,376 beneficiaries are covered in Warangal District of Telangana for receiving free of cost foodgrains under the National Food

Security Act, 2013 (NFSA).

(b): Allocation of foodgrains to States/Union Territories (UTs) under the NFSA is made based on identification of beneficiaries reported by the States/UTs within the coverage determined for that State/UT and the foodgrains entitlement of beneficiaries prescribed under the Act i.e. 35 kg per household per month for households covered under Antyodaya Anna Yojana and 5 kg per person per month for Priority households.

As and when requests are received from States/UTs for revision of foodgrains allocation under the Act on account of addition of new beneficiaries, within the ceiling of beneficiaries determined for that State, the same are examined and revised allocation orders are issued as per the extant policy.

The concerned State/UT undertakes district wise allocation of foodgrains.

PENDING RAILWAY INFRASTRUCTURE PROJECTS IN FATEHGARH SAHIB DISTRICT

616. DR. AMAR SINGH:

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

(a) whether the Government has undertaken a comprehensive review of pending railway infrastructure projects in Fatehgarh Sahib district of Punjab particularly construction of Road Over Bridges, station redevelopment, elimination of level crossings, strengthening of passenger amenities and

measures to ease traffic congestion and improve railway safety and if so, the details thereof;

(b) the status of sanctioned railway works, indicating physical and financial progress, revised implementation schedules and the principal reasons for delay, wherever applicable, project-wise;

(c) whether proposals have been received from the Government of Punjab, public representatives/railway authorities for improving rail connectivity, freight handling facilities and passenger infrastructure in the region and if so, the details thereof;

(d) the mechanism adopted for monitoring implementation of sanctioned railway projects and ensuring adherence to prescribed quality and safety standards; and

(e) the measures proposed/to be proposed to accelerate railway infrastructure development, strengthen multimodal connectivity and enhance passenger convenience 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): All Unmanned level crossings (UMLCs) on Broad Gauge (BG) network of Indian Railways have been eliminated in 2019.

Level Crossings (LCs) are eliminated either by providing Road over Bridges/ Road under Bridges (ROBs/ RUBs) in lieu of LCs or through direct

closure (for low traffic LCs) or by diversion of road traffic to nearby ROB/RUB/LC depending upon the site conditions.

Sanctioning of proposals for construction of ROBs/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 and impact for road users and feasibility etc.

Nos. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 viz-a-viz 2014-26 (Upto May'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (including 442 Nos. in the State of Punjab)

As on 01.06.2026, 4,993 Nos. ROBs/ RUBs works are sanctioned at the cost of ₹1,17,492 Cr on Indian Railways including 132 Nos. ROBs/RUBs works at a cost of ₹ 2,519 Cr in Punjab, which are at various stages of planning and execution. Out of these, 04 Nos. ROB/RUBs works at a cost of ₹ 56 Cr approx. are sanctioned in Fatehgarh Sahib district. The details are as under:

S.No.	Location Details	ROB/RUB	Cost of work (₹ in Cr approx.)	Remarks
1.	LC No. 151 at km 325/3-4 on Ambala-Ludhiana section	ROB	44	Construction work has been taken up.
2.	LC No. C-15 at Km 60/7-8 in Khamanon yard on New Morinda Junction-Sanehwal Section	RUB	4	GAD has been approved.
3.	LC No. C-16 at Km 62/11-12 on New Morinda Junction-Sanehwal Section	RUB	4	Construction work has been taken up.
4.	LC No. 13 on New Morinda Junction-Khamanon Section	RUB	5	Detailed Estimate has been taken up.

In Punjab, 24 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.	03
2.	Law and order/ Public Protest/Court cases etc.	21

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 and State Government officials are done to resolve various issues related to ROB/RUB works.

iii). Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

Fatehgarh Sahib district of Punjab is already well connected with Railway Network through Rajpura- Ludhiana section of Indian Railway Network. Sirhind Jn is a major Railway Station in Fatehgarh Sahib.

To further improve connectivity of Fatehgarh Sahib, Rajpur-Mohali new line (18 Km) project has been sanctioned recently at a cost of 443 Crore. Land acquisition for this project has been taken up.

Railway Budget:

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

Period	**Outlay**
2009-14	₹225 crore/year
2026-27	₹ 5,673 Cr. (More than 25 times)

Projects Sanctioned:

As on 01.04.2026, 11 projects (06 new line and 05 doubling) of total length 745 Km, costing Rs.24,708 crore, falling fully/partly in the Punjab including Fatehgarh Sahib are sanctioned. The summary is as under:-

Category	No. of projects	Total Length	Length Commissioned	Expenditure upto March 2025 (Rs.in Crore)
New line	06	283 Km	75 Km	9,246

Doubling /multitracking	05	462 Km	80 Km	1,631
Total	11	745 Km	155 Km	10,878

Recently Completed Projects:

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

S. No.	Project	Cost (Rs. in Cr.)
1	Chakki Bank-Bharoli Doubling (3 Km)	15
2	Jakhal- Mansa Doubling (45 Km)	163
3	Mirthal-Bhangala Beas River Doubling (3 Km)	74
4	Ambala-Dhapper-Chandigarh Doubling (45 Km)	339
5	Mansa – Bhatinda Doubling (49 Km)	216
6	Amritsar - Chheharta Doubling (7 Km)	31
7	Jallandhar-Pathankot-Jammu Tawi Doubling (209 km)	850
8	Kathua-Madhopur Punjab - doubling including Bridge on Ravi (3 Km)	257
9	Rajpura-Bhatinda Doubling (173 Km)	2,459

Ongoing Projects:

Some of the projects falling fully/partly in the Punjab including Fatehgarh Sahib which have been taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Nangal Dam-Talwara - Mukerian New line (123 Km)	3,726
2	Bhanupalli-Bilaspur-Beri New Line(63 Km)	13,770
3	Qadian-Beas New Line(40 km)	842
4	Ferozpur-Patti New Line (26 Km)	764
5	Rama Mandi(Raman)-Maur Mandi(Maur) via Talwandi Sabo (29 km) New Line	154
6	Ludhiana-Kila Raipur doubling (19 Km)	260
7	Ludhiana-Mullanpur doubling (21 Km)	359
8	Rajpura-Mohali New Line (18 km)	443
9	Rajpura Bypass line (14 km)	412

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	Firozpur-Patti new line	166	0	166
2	Alal-Himmatana Chord line	20	0	20
3	Qadian-Beas New Line	167	0	167
4	Rama Mandi(Raman)-Talwandi Sabo New Line	192	0	192

Details of Projects delayed on account of State Govt:

Firozpur-Patti New line (26 km):

Firozpur-Patti New line (26 km) situated fully in Punjab is an important project near the international border. This project was sanctioned in the year 2017-18 at a cost of Rs.300 crore.

Land for this project was to be handed over free of cost by State Government of Punjab. However, land acquisition was not done by State Government. Total 166 Ha land is to be acquired in the districts of Firozpur and Tarn Taran.

Considering importance of this project on strategic consideration, it has been decided to take up this new line project at Central Government cost including land acquisition. Now, Land acquisition is in advanced stage and Award has been declared.

Rama Mandi-Sadda Singhwala New Line via Talwandi Sabo (43 km):

To provide direct rail connectivity to Talwandi Sabo, the work of new rail line between Rama Mandi to Sadda Singhwala via Talwandi Sabo was sanctioned at an estimated cost of Rs. 231 Crore.

Land for this project was to be handed over free of cost by State Government of Punjab. However, land acquisition was not started by State Government of Punjab even after passage of several years.

Considering importance of this project for providing direct connectivity to Takht Shri Damdama Sahib at Talwandi Sabo, it has been decided to take up this new line project at Central Government cost including land acquisition.

Qadian – Beas New line (40 km):

Qadian-Beas (40 Km) New Rail Line Project was sanctioned in 2011-12. However, the project could not be taken forward due to law and order issues. The project was then kept in abeyance. However, considering importance of this project, it has been decided to take up the work again.

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

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.

STATION REDEVELOPMENT:

Amrit Bharat Stations:

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

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

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/subway to commensurate with passenger traffic
- Provision of lifts/escalators/ramps
- Improvement of platform surface/ provision of platform shelter
- Provision of kiosks for local products through schemes like ‘One Station

One Product'

- Parking development
- Amenities for Divyangjans
- Better passenger information systems
- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

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

So far, 1,340 stations have been identified for development under this scheme, out of which 30 stations, including Sirhind station of Fatehgarh Sahib district, 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	Names 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.,

State	No. of Stations	Names of Stations
		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. Details of stations completed in Punjab are as under:

State	No. of Stations	Name of Stations
Punjab	4	Anandpur Sahib, Jalandhar Cantonment Junction, 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, improvement of circulating area, parking, entrance porch, improvement of waiting room, improvement of toilets, entry and exit gates, improvement of seating arrangement, lighting and signages have been

completed. The works of platform raising, improvement of platform surface, 12 m wide foot over bridge with ramp and lift have been taken up.

Hoshiarpur station: The works of improvement of station building, improvement of waiting room, platform shelter, improvement of platform surface, modern toilet block, improvement of circulating area, entrance porch, improvement of signages and lighting at main entry have been completed. The works of new booking office cum waiting hall, new circulating area, entry/exit gate, approach road at second entry and 12 m wide foot over bridge with ramps and stairs have been taken up.

- **Abohar station:** The works of improvement of station building, improvement of circulating area, parking, entrance porch, improvement of waiting room, improvement of retiring room, improvement of toilets, platform shelter, entry and exit gate, improvement of seating arrangement, improvement of lighting and signages have been completed. The work of platform raising, improvement of platform surface, 12 m wide foot over bridge with ramps and lift have been taken up.
- **Kapurthala station:** The works of improvement of station building, new booking office cum waiting hall, improvement of waiting room, platform shelter, improvement of platform surface, new toilet block, improvement of circulating area, parking, landscaping, entrance porch, entry/exit gate,

improvement of signages and lighting at main entry have been completed. The work of new 12 m wide foot over bridge with ramps and stairs has been taken up.

- **Sangrur station:** The works of improvement of station building, improvement of circulating area, parking, entrance porch, improvement of waiting room, platform shelter, entry/exit gate, improvement of seating arrangement, improvement of lighting and signage have been completed. The works of platform upgradation, 6 m wide foot over bridge and lift 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 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 a complex in nature involving safety of passengers and trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and completion time.

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 of ₹ 2,991 crore has been made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 808 crore has been incurred so far.

Proposals/requests/suggestions/representations, both formal and informal, for various infrastructure works across the country are received on the basis of demands raised by State Governments, 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/complaints/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.

एमपीलैड के कार्यों में पक्षपात

617. श्री सुखजिंदर सिंह रंधावाः

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

(क) क्या सरकार को ऐसे मामलों की जानकारी है जिनमें विपक्षी दल के संसद सदस्यों के संसद सदस्य स्थानीय क्षेत्र विकास (एमपीलैड) कार्यों में देरी की जाती है और उनके कार्यों को समय पर मंजूरी नहीं दी जाती है;

(ख) क्या सरकार का ऐसे अधिकारियों के खिलाफ दंडात्मक कार्रवाई करने का प्रस्ताव है;

(ग) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है;

(घ) पंजाब के गुरदासपुर जिले में ऐसे कार्यों की संख्या कितनी है जो सिफारिशों के महीनों बाद भी शुरू या पूरे नहीं किए जा सके या जिनकी बार-बार सिफारिश की जा रही है;

(ङ) क्या सरकार उस मामले का संज्ञान ले सकती है जिसमें बीडीपीओ डेरा बाबा नानक ने स्वयं दिशा समिति में पूरे प्रशासन के सामने कहा था कि वह एमपीलैड निधि से कार्य नहीं कराएंगी, भले ही आप अदालत चले जाएं और उन पर स्थानीय विधायक का दबाव है; और

(च) 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) से (ग) एमपीलैड योजना के अंतर्गत, माननीय संसद सदस्य अपने विकास कार्यों की संस्तुति

सीधे ईसाक्षी पोर्टल के माध्यम से जिला प्राधिकरणों को भेजते हैं और इन्हें संबंधित राज्य/संघ राज्य क्षेत्र सरकारों के प्रशासनिक, वित्तीय एवं तकनीकी नियमों तथा एमपीलैड्स दिशानिर्देशों के अनुसरण में जिला प्राधिकरणों द्वारा स्वीकृत एवं कार्यान्वित किया जाता है।

एमपीलैड्स दिशानिर्देशों के अनुसार, कार्यान्वयन जिला प्राधिकरण को किसी भी कार्य को स्वीकृत करने से पूर्व यह सुनिश्चित करना चाहिए कि सक्षम प्राधिकरणों से सभी अपेक्षित सांविधिक और नियामक मंजूरी प्राप्त कर ली गई हैं, कि कार्य एमपीलैड्स दिशानिर्देशों के अनुरूप है, और कि संबंधित उपयोगकर्ता एजेंसी से एक लिखित प्रतिबद्धता प्राप्त की गई है, जिसमें उसने प्रस्तावित परिसंपत्ति के संचालन और रखरखाव की लागत अपने संसाधनों से वहन करने की अपनी सहमति दी है।

एम्पीलैड्स दिशानिर्देश 2023 के पैरा 4.3.4 के अनुसार, किसी भी संबंधित व्यक्ति/प्राधिकारी द्वारा एमपीलैड्स दिशानिर्देशों का किसी भी प्रकार से उल्लंघन किए जाने पर, उसके विरुद्ध अनुशासनात्मक/दंडात्मक कार्रवाई की जाएगी। संबंधित राज्य/संघ राज्य क्षेत्र सरकार एमपीलैड्स दिशानिर्देशों के वास्तविक उल्लंघन और जानबूझकर गैर-अनुपालन के ऐसे सभी मामलों में दोषी/अपराधी अधिकारियों/ कार्यान्वयन एजेंसियों/ विक्रेताओं आदि के लिए उत्तरदायित्व तय करेगी तथा आवश्यक अनुशासनात्मक कार्रवाई करेगी।

तथापि, यह पाया गया है कि एमपीलैड योजना के अंतर्गत अनुशंसित कार्यों के लिए प्रशासनिक और तकनीकी स्वीकृतियों के जारी करने में विलंब आमतौर पर अधूरे प्रस्तावों के प्रस्तुतीकरण, स्थानीय विवादों, भूमि उपलब्धता या स्थल व्यवहार्यता से संबंधित प्रतिबंधों, सांविधिक मंजूरी की आवश्यकताओं, तथा जिला स्तर पर तकनीकी समस्याओं जैसे कारकों के कारण होती है। एमपीलैड्स दिशानिर्देशों के अनुसार, कार्यों की समय पर जांच, स्वीकृति और निष्पादन की जिम्मेदारी जिला प्राधिकरणों पर है।

जब भी अत्यधिक विलंब के मामले मंत्रालय के संज्ञान में लाए जाते हैं, तो संबंधित राज्य/ संघ

राज्य क्षेत्र सरकार और जिला प्राधिकरण से अनुरोध किया जाता है कि वे मामले की जांच करें तथा लागू सेवा नियमों के तहत जिम्मेदार अधिकारियों के खिलाफ उचित प्रशासनिक कार्रवाई करें। उन्हें यह भी सलाह दी जाती है कि वे माननीय संसद सदस्यों द्वारा अनुशंसित कार्यों के समयबद्ध कार्यान्वयन को सुनिश्चित करने के लिए आंतरिक निगरानी और निरीक्षण तंत्र को सुदृढ़ करें।

(घ) से (च): एमपीलैड्स दिशानिर्देश, 2023 के पैरा 3.2.4 के अनुसार, संसद सदस्य द्वारा की गई सभी संस्तुति के संबंध में स्वीकृति/अस्वीकृति, संस्तुति प्राप्त होने की तारीख से 45 दिनों के भीतर कार्यान्वयन जिला प्राधिकरण द्वारा जारी की जाएगी।

एमपीलैड्स दिशानिर्देश, 2023 के पैरा 3.2.6 के अनुसार, किसी विशेष कार्यान्वयन जिला प्राधिकरण के क्षेत्राधिकार पर लागू होने वाले चुनाव आयोग द्वारा अधिसूचित आदर्श आचार संहिता के संचालन की अवधि को, एमपीलैड्स दिशानिर्देश, 2023 के पैरा 3.2.4 में उल्लिखित समय सीमा की गणना में शामिल नहीं किया जाएगा।

एमपीलैड्स दिशानिर्देश, 2023 के पैरा 3.2.12 के अनुसार, कार्यान्वयन जिला प्राधिकरण द्वारा जारी स्वीकृति पत्र में कार्यान्वयन एजेंसी द्वारा कार्य पूरा करने के लिए एक समय सीमा निर्धारित की जाएगी, जो सामान्यतः एक वर्ष से अधिक नहीं होनी चाहिए। असाधारण मामलों में, उदाहरण के लिए कठिन/पहाड़ी इलाकों आदि में, जहाँ कार्यान्वयन की अवधि एक वर्ष से अधिक होने की संभावना हो, उसके लिए विशिष्ट औचित्य स्वीकृति पत्र में शामिल किया जाएगा।

दिनांक 20.07.2026 तक ईसाक्षी पोर्टल पर उपलब्ध सूचना के अनुसार, 18वीं लोकसभा कार्यकाल के दौरान गुरदासपुर लोकसभा निर्वाचन क्षेत्र में एमपीलैड्स के अंतर्गत अनुशंसित 304 कार्यों में से 4 कार्य अनुशंसा के 45 दिनों बाद भी स्वीकृत नहीं हुए। इसके अतिरिक्त, 268 स्वीकृत कार्यों में से 57 कार्य स्वीकृति के एक वर्ष के के बाद भी पूरे नहीं हुए हैं।

जिला प्राधिकरण द्वारा रिपोर्ट किए अनुसार, उप-आयुक्त, गुरदासपुर ने तत्कालीन खंड विकास एवं

पंचायत अधिकारी (बीडीपीओ), डेरा बाबा नानक को दिनांक 15.06.2026 के पत्र संख्या 327 के माध्यम से कारण बताओ नोटिस जारी किया। जिला प्राधिकरण ने आगे यह भी रिपोर्ट किया है कि कार्यकारी अभियंता, लोक निर्माण विभाग, गुरदासपुर को दिनांक 17.02.2026 को आयोजित जिला विकास समन्वय एवं निगरानी समिति (डीआईएसएचए) की बैठक की कार्यवाही के संदर्भ में दिनांक 07.07.2026 को पत्र संख्या 4412 जारी किया गया। इसके अतिरिक्त, राज्य नोडल प्राधिकरण, पंजाब ने सूचित किया है कि एमपीलैड्स के अंतर्गत माननीय संसद सदस्य द्वारा अनुशंसित सभी लंबित विकास कार्यों के समय से निष्पादन एवं पूर्णता के लिए योजना के मौजूदा प्रावधानों के अनुसरण में समीक्षा की जा रही है।

THIRD RAILWAY LINE PROJECT IN KERALA

618. SHRI M K RAGHAVAN:

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

(a) whether the Railways has completed the feasibility study and Detailed Project Report (DPR) for the third railway 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 particularly in North Kerala and if so, the expected date of completion; and

(c) whether the Railways 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 and 4th Line (99 Km)	Field Survey completed. DPR preparation taken up.
2	Shoranur - Ernakulam 3rd and 4th Line (107 Km)	Field Survey completed. DPR preparation taken up.
3	Mangaluru - Shoranur 3rd Line (307 Km)	Field Survey completed. DPR preparation taken up.
4	Ernakulam - Kayankulam 3rd Line (via Kottayam) (115 Km)	Traffic survey completed. Field survey taken up.
5	Thiruvananthapuram - Nagercoil 3rd Line (71 Km)	Survey sanctioned for preparation of DPR
6	Kayankulam - Thiruvananthapuram 3rd Line (105 Km)	Field Survey completed. DPR preparation taken up.

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 Mangaluru-Shoranur, North Keralam, has been sanctioned for preparation of Detailed Project Report (DPR) as detailed above. Field survey work has been taken up.

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.

Keralam:-

Railway Budget:-

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

Period	Outlay
2009-14	₹ 372 crore/year
2026-27	₹3,795 crore (more than 10 times)

Projects Sanctioned:-

As on 01.04.2026, 09 projects (03 new line and 06 doubling) of 302 km length, costing ₹11,650 crore falling fully/partly in Keralam are sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned upto March, 2026 (in Km)	Total Expenditure upto March, 2026 (₹ in Cr.)
New line	03	148	0	317
Doubling /multitracking	06	154	40	3,550
Total	**09**	**302**	**40**	**3,867**

Recently Completed Projects:-

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

S. No.	Project	Cost (₹ in Crores)
1	Dindigul - Palghat and Pollachi - Coimbatore gauge conversion (217 km)	1,360
2	Quilon- Tiruchendur gauge conversion (357 km)	1,122
3	Mulanturutti-Kuruppantara doubling (24 km)	303
4	Chenganur-Chingavanam doubling (27 km)	436
5	Ambalapuzha-Haripad doubling (18 km)	346
6	Kurruppanthara-Chingavanam doubling (27 km)	749

Ongoing Projects:-

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

S.No.	Project	Cost (₹ in Crores)
1	Tirunnavaya –Guruvayur new line (35 km)	144
2	Angamali-Sabarimala new line (111 km)	3,801
3	Ernakulam-Kumbalam doubling (8 km)	808
4	Kumbalam - Thuravur doubling (16 km)	1,172
5	Trivandrum- Kanyakumari doubling (87 km)	4,494
6	Alappuzha-Ambalapuzha doubling (13 km)	324
7	Turavur - Mararikulam doubling (21 km)	451
8	Mararikulam-Alappuzha doubling (11 km)	221

Execution of important infrastructure projects falling fully/partly in the State of Keralam are held up due to delay in land acquisition. Status of land acquisition in the State of Keralam is as under:

Total Land required for Projects in Keralam	618 ha
Land Acquired	78 ha (13%)
Balance Land to be acquired	540 ha (87%)

Railway had deposited ₹1,976 crore for land acquisition to Government of Keralam. Support of the Government of Keralam is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:-

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)	304	25	279
2.	Ernakulam – Kumbalam Patch doubling (8 km)	4	3	1
3.	Kumbalam–Turavur Patch doubling(16 km)	10	9	1
4.	Shoranur-Vallathol doubling (10 Km)	5	0	5

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

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

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project

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

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

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

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

DIGITAL CONNECTIVITY IN REMOTE AND HILLY AREAS, KOLHAPUR

619. SHRI SHAHU SHAHAJI CHHATRAPATI:

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

(a) whether dedicated funding will be provided for 4G/5G Saturation Project and BharatNet implementation in backward blocks of Radhanagari and Gaganbawda in Kolhapur, facing unstable mobile connectivity in remote rural and hilly areas;

(b) the current BSNL 4G tower installation status, PM-WANI Wi-Fi hotspots operational and optical fibre connectivity coverage block-wise;

(c) whether Kolhapur proposes to included in the next phase of Digital India Land Records Modernization Programme (DILRMP) for farmers' benefit; and

(d) the details of the funding allocation, implementation timeline and digital literacy centres planned by 2027?

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

(a) Scheme-wise, including 4G Saturation Project and BharatNet, dedicated funding is provided for telecom infrastructure connectivity in remote and hilly areas through Digital Bharat Nidhi (DBN).

(b) As on 30.06.2026, 14 Government funded 4G mobile towers have been commissioned in Radhanagari and Gaganbawda blocks of Kolhapur. Further, 587 WiFi Hotspots in Kolhapur are operational. 122 kilometers and 31 kilometers of optical fibre cable have been laid in Radhanagari and Gaganbawda blocks respectively under BharatNet project.

(c) Kolhapur has already been incorporated into the core modernization phases of the Digital India Land Records Modernization Programme (DILRMP).

(d) The Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA) was initiated to reach digital literacy in 6 crore rural households (one person per household) nationwide. The Scheme was implemented by CSC e-Governance Services India Limited through 4.39 Lakh Common Service Centres (CSCs) spread across 2.5 Lakh Gram Panchayats in the country.

REVIEW OF STATISTICAL FRAMEWORKS

620. SHRI BAIJAYANT PANDA:

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

(a) whether any methodological review has been undertaken to assess adequacy of existing statistical frameworks and if so, the details thereof:

(b) whether any expert groups or technical consultations have been constituted and if so, the details thereof; and

(c) whether the Government proposes to update statistical standards or survey instruments and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE

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

(a) to (c) The Ministry of Statistics and Programme Implementation (MoSPI) undertakes periodic methodological reviews of the statistical framework to ensure that official statistics remain representative of the current structure of the economy and continue to meet emerging data requirements. The major methodological reviews undertaken by the Ministry are outlined below.

MoSPI has undertaken comprehensive base revision exercises for the Gross Domestic Product (GDP), All India Index of Industrial Production (IIP) and Consumer Price Index (CPI) to ensure that these macroeconomic indicators adequately reflect the evolving structure of the economy and align with international statistical standards. Accordingly, the base year of GDP has been revised from 2011–12 to 2022–23 based on the recommendations of the Advisory Committee on National Accounts Statistics (ACNAS); the base year of IIP has been revised from 2011–12 to 2022–23 under the guidance of the Technical Advisory Committee on IIP; and the base year of CPI has been revised from 2012=100 to 2024=100 under the guidance of an Expert Group constituted for the purpose. These revisions incorporate updated data sources, expanded coverage, revised item baskets and weights, improved estimation methodologies, enhanced use of administrative data sources such as GST and the Ministry of Corporate Affairs (MCA) database, improved estimation of the unincorporated sector using the Annual Survey of Unincorporated Sector

Enterprises (ASUSE) and the Periodic Labour Force Survey (PLFS), adoption of internationally accepted statistical practices, and other methodological refinements.

In addition, many technical consultations and brainstorming sessions were held with experts, academicians, State Governments and other stakeholders for seeking their inputs and feedback for base revision exercise of aforementioned macro economic indicators. Moreover, pre-release consultative workshops were also held before the release of the revised series of these indicators.

Further, MoSPI continuously reviews and updates the statistical standards, concepts, classifications, survey instruments and methodologies adopted in National Sample Surveys (NSS) to meet emerging data requirements, align with national and international best practices, and improve the quality, relevance and timeliness of official statistics. Accordingly, survey schedules/questionnaires, sampling design, concepts and definitions, item classifications, field procedures, data collection methodology, validation protocols and tabulation plans are reviewed before each major survey based on recommendations of the Steering Committee for National Sample Surveys (NSS), Technical Advisory Groups (TAGs), survey-specific Technical Expert Groups(TEGs), and consultations with Central Ministries/Departments, State Governments, subject matter experts and other stakeholders. The changes are finalized after pilot studies and field testing, wherever required.

As a result, modernization of National Sample Surveys has been done through

various initiatives such as the adoption of digital platforms such as Computer Assisted Personal Interview (CAPI) and the e-SIGMA system, incorporating in-built validation checks, real-time data monitoring, AI-enabled chatbots, and multilingual interfaces. These initiatives have substantially improved data quality and led to reduction in time lag in release of survey data from 8-9 months to 45-90 days. Annual Survey Results are now released within 90-120 days; quarterly results within 45-60 days and monthly results within 15-30 days of completion of surveys. MoSPI has launched short duration surveys to cater the emerging need for high-frequency socio-economic indicators. Additionally, sampling design of major surveys have been modified by adopting district as the basic stratum enabling states to generate district level estimates of key indicators.

ECONOMIC VIABILITY OF FPS DEALERS

621. SHRI SHAFI PARAMBIL:

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

(a): whether the Government has any proposal to include schemes such as Jan Poshan Kendra, Pradhan Mantri Jan Aushadhi Pariyojana (PMBJP) through Fair Price Shops (FPSs) to enhance the economic viability of FPS dealers;

(b): if so, the details thereof including the timeline for implementation;

(c): whether the Government has received any representations from Fair

Price Shop Dealers' Associations in this regard and if so, the details thereof;

(d): whether the Government has any proposal to sell rice and wheat under the Open Market Sale Scheme through Fair Price Shops to enable consumers to purchase grains at Government- specified rates; and

(e): if so, the details thereof?

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

(a) to (c): Department of Food and Public Distribution has collaborated with the Ministry of Skill Development and 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 specialized 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.

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 franchisee 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 a D. Pharma. or B. Pharma. qualification either herself/himself or any individual or organisation that has employed a person with such a qualification as a pharmacist for obtaining a drug licence from the State Licensing Authority concerned, is eligible to open a Jan Aushadhi Kendra.

There is no such proposal to include Pradhan Mantri Bhartiya Janaushadhi Pariyojana (PMBJP) through Fair Price Shops (FPSs).

(d) and (e): The surplus food grains (Wheat and Rice), beyond the Public Distribution System (PDS) and Other Welfare Schemes (OWS) requirements are sold through open sale under the Open Market Sales Scheme (Domestic) [OMMSS(D)]. Under OMSS (D), Bharat Atta and Bharat Rice were launched on 6.11.2023 and 6.02.2024, respectively, with a view to providing atta (wheat flour) and rice to general consumers at subsidized rates. These commodities are sold to the general public through NAFED/ NCCF/ Kendriya Bhandar

through own stores/ mobile vans and/ or E-commerce/ big chain retailers only.

NFSA AND PMGKAY

622. SHRI K RADHAKRISHNAN:

SHRI BENNY BEHANAN:

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

(a) the number of beneficiaries covered under National Food Security Act (NFSA) and PM Garib Kalyan Anna Yojana (PMGKAY) as on 30.06.2026, State/UT-wise;

(b) whether free foodgrains under PMGKAY have been extended beyond the year 2024 and if so, the financial implication thereof;

(c) whether any States have reported exclusion of eligible beneficiaries due to Aadhaar seeding issues and if so, the details thereof; and

(d) the details of the steps taken by the Government to ensure portability under One Nation One Ration Card (ONORC)?

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

(a): The State/UT wise details of beneficiaries covered under the Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY) are at **STATEMENT**.

(b): Yes, the period for distribution of free of cost foodgrains under PMGKAY has been extended for five years from 1st January, 2024, with an estimated financial outlay of Rs. 11.80 lakh crore totally to be borne by Central Government.

(c): Under the joint responsibility of the Central and the State Governments, the responsibility for identification of beneficiaries and issuance of ration cards within the coverage determined for the State/UT rest with the concerned States/UTs.

The Central Government has issued advisories to all the States/Union Territories from time to time to identify all eligible and poor persons/ households including vulnerable Sections of Society for inclusion under the NFSA. States undertake updation of their beneficiary database so that ineligible ration cards get deleted and better targeting of rightful beneficiaries is ensured. Thus, deletion of ineligible beneficiaries and addition of eligible beneficiaries under the Act is a continuous process.

Further, all States/UTs have been advised that no genuine beneficiary or household shall be denied from receiving entitled quota of subsidized foodgrains only for want of Aadhaar or due to failure of biometric/Aadhaar authentication due to network/connectivity/linking related issues, other technical reasons, or poor biometrics of the beneficiary.

(d): The nationwide portability of ration cards is popularly known as the One Nation One Ration Card (ONORC) feature. Through this technology driven

reform, approximately 80 Crore PMGKAY beneficiaries are empowered to lift their entitled foodgrains from any Fair Price Shop (FPS) of their choice, anywhere in the country, by using their same existing ration card with biometric authentication on an electronic Point of Sale (ePoS) device. Currently, ONORC feature is enabled in all 36 States/UTs, across the country, covering almost 100% PMGKAY beneficiaries. As on date, more than 221 Crore portability transactions (including migrant labourers) have been recorded under ONORC.

STATEMENT

State/UT wise number of beneficiaries as on 16.07.2026

Sr. No.	**State Name**	**Number of Beneficiaries**
1	ANDAMAN AND NICOBAR ISLANDS	59,988
2	ANDHRA PRADESH	2,68,23,000
3	ARUNACHAL PRADESH	8,40,762
4	ASSAM	2,48,97,059
5	BIHAR	8,23,50,967
6	CHANDIGARH	3,23,214
7	CHHATTISGARH	2,00,77,000
8	DADAR and NAGAR HAVELI and DAMAN and DIU	2,63,163
9	DELHI	72,03,498
10	GOA	4,31,674

11	GUJARAT	3,38,42,935
12	HARYANA	1,26,49,000
13	HIMACHAL PRADESH	28,40,796
14	JAMMU AND KASHMIR	68,28,991
15	JHARKHAND	2,63,37,662
16	KARNATAKA	4,01,93,000
17	KERALA	1,52,89,217
18	LADAKH	1,11,941
19	LAKSHADWEEP	20,053
20	MADHYA PRADESH	5,41,10,413
21	MAHARASHTRA	6,77,23,996
22	MANIPUR	21,09,004
23	MEGHALAYA	21,25,005
24	MIZORAM	7,06,000
25	NAGALAND	11,12,356
26	ODISHA	3,21,93,059
27	PUDUCHERRY	6,34,000
28	PUNJAB	1,41,51,000
29	RAJASTHAN	4,38,43,951
30	SIKKIM	3,76,878
31	TAMIL NADU	3,62,23,350
32	TELANGANA	1,91,58,121

33	TRIPURA	23,37,977
34	UTTARAKHAND	60,05,973
35	UTTAR PRADESH	14,66,97,109
36	WEST BENGAL	6,00,05,245
	Total	79,08,97,357

CALL DROP AND POOR MOBILE NETWORK CONNECTIVITY

623. SHRI A MANI:

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

(a) whether the Government is aware of the persistent call drop and poor mobile network connectivity issues reported from several rural and semi-urban areas of Dharmapuri district in Tamil Nadu, affecting students, farmers, small businesses and emergency communication, if so, the details thereof;

(b) whether any district-wise assessment has been undertaken to identify the reasons for frequent call drops, including network congestion, inadequate telecom tower infrastructure, handover failures between cell towers and restrictions on installation of new telecom sites in Dharmapuri, if so, the details thereof;

(c) whether the Government proposes to direct telecom service providers to strengthen mobile infrastructure by installing additional towers and upgrading network capacity in the district, if so, the details thereof; and

(d) the timeline and other measures proposed to ensure uninterrupted and reliable mobile connectivity for residents of Dharmapuri district?

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

(a) Telecom Regulatory Authority of India (TRAI) monitors the performance of service providers against the benchmark of various Quality of Service parameters, as prescribed in Quality of Service (QoS) Regulation. As per Performance Monitoring Report published by TRAI for the month of May 2026 for mobile services, all the service providers are meeting the benchmark of all network related QoS parameters in Tamil Nadu License Service Area which includes Dharampuri District.

(b) TRAI conducts Independent Drive Tests (IDT) and Operator Assisted Drive Tests (OADT) regularly for assessment of mobile network performance and the results are published on TRAI website.

(c) Telecom Service Providers periodically assess their network coverage and improve connectivity by optimizing the existing network and by installing new Base Transceiver Stations (BTSs) as per techno-commercial feasibility.

(d) Government has undertaken several initiatives under Digital Bharat Nidhi (DBN) for provisioning of 4G mobile services in identified uncovered villages/ locations across the country including Dharampuri District. So far, 11 mobile towers have been installed under 4G saturation schemes for providing

mobile services in 19 villages of the Dharampuri District.

पंडित दीन दयाल उपाध्याय मंडल के अंतर्गत रेलवे स्टेशनों के लिए पैदल पार पथ

624. श्री सुधाकर सिंह:

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

(क) क्या सरकार इस बात से अवगत है कि पूर्व मध्य रेलवे ज़ोन के दानापुर मंडल के अंतर्गत डुमरांव रेलवे स्टेशन और पंडित दीन दयाल उपाध्याय मंडल के अंतर्गत करमनशा तथा मोहम्मद गंज रेलवे स्टेशन पर पैदल पार पथ (एफओबी) की उचित व्यवस्था न होने के कारण यात्रियों को प्लेटफॉर्म पार करने में गंभीर कठिनाइयों और दुर्घटनाओं के जोखिम का सामना करना पड़ता है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या इन स्टेशनों पर दैनिक रूप से बड़ी संख्या में ग्रामीण यात्री, महिलाएं, वरिष्ठ नागरिक और छात्र आवागमन करते हैं, जिनके लिए सुरक्षित पैदल आवाजाही अनिवार्य है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या उपरोक्त तीनों स्टेशनों पर एफओबी के निर्माण के लिए कोई सर्वेक्षण, प्रस्ताव या स्वीकृति प्रदान की गई है; और

(घ) इसकी वर्तमान स्थिति क्या है और यदि नहीं, तो इन स्टेशनों को प्राथमिकता सूची में शामिल न करने के क्या कारण हैं?

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

(क) से (घ): पूर्व मध्य रेलवे के डुमरांव, कर्मनाशा और मोहम्मद गंज रेलवे स्टेशनों पर ऊपरी पैदल पुल मौजूद हैं। इनका ब्यौरा निम्नानुसार है:

स्टेशन	ऊपरी पैदल पुलों का ब्यौरा
डुमरांव	एक ऊपरी पैदल पुल पहले से ही मौजूद है और एक 6 मीटर चौड़े ऊपरी पैदल पुल का निर्माण कार्य शुरू कर दिया गया है।
कर्मनाशा	एक ऊपरी पैदल पुल पहले से ही मौजूद है और एक अतिरिक्त 3 मीटर चौड़े ऊपरी पैदल पुल का निर्माण कार्य स्वीकृत किया गया है।
मोहम्मद गंज	एक ऊपरी पैदल पुल पहले से ही मौजूद है और एक 6 मीटर चौड़े ऊपरी पैदल पुल का निर्माण कार्य शुरू कर दिया गया है।

बिहार में स्थित पूर्व मध्य रेलवे के दानापुर मंडल के डुमरांव स्टेशन और झारखंड में स्थित पंडित दीन दयाल उपाध्याय मंडल के मोहम्मद गंज स्टेशन को अमृत भारत स्टेशन योजना के तहत विकास के लिए चिह्नित किया गया है। डुमरांव और मोहम्मद गंज स्टेशनों पर विकास कार्य तेज गति से किए जा रहे हैं।

डुमरांव स्टेशन पर प्लेटफॉर्म शेल्टर, प्रतीक्षालय, पेयजल व्यवस्था, मूत्रालय, शौचालय, बैठने की व्यवस्था, ऊपरी पैदल पुल आदि की सुविधाएं मौजूद हैं। नए मुख्य प्रवेश द्वार स्टेशन भवन, नए प्लेटफॉर्म, नए प्लेटफॉर्म शेल्टर, नए 6 मीटर चौड़े ऊपरी पैदल पुल, परिचलन क्षेत्र और पार्किंग के सुधार के कार्य शुरू किए गए हैं। मौजूदा ऊपरी पैदल पुल का प्रतिस्थापन के लिए भी कार्य स्वीकृत किया गया है।

मोहम्मद गंज स्टेशन पर ऊंचे स्तर के प्लेटफॉर्म, प्लेटफॉर्म शेल्टर, प्रतीक्षालय, मूत्रालय, शौचालय, बैठने की व्यवस्था, ऊपरी पैदल पुल आदि सुविधाएं मौजूद हैं। नए स्टेशन भवन के कार्य, प्लेटफॉर्म संख्या 1, 2/3 और 4/5 की ऊंचाई बढ़ाने और विस्तार करने के कार्य पूरा किए जा चुके हैं। नए प्लेटफ़ॉर्म शेल्टर, नए शौचालय ब्लॉक, प्रवेश द्वार और नए 6 मीटर चौड़े ऊपरी पैदल पुल के कार्य शुरू कर दिए गए हैं।

बिहार में स्थित पूर्व मध्य रेलवे के पंडित दीन दयाल उपाध्याय मंडल के कर्मनाशा स्टेशन पर ऊंचे स्तर के प्लेटफॉर्म, प्लेटफॉर्म शेल्टर, प्रतीक्षालय, पेयजल व्यवस्था, मूत्रालय, शौचालय, बैठने की व्यवस्था, ऊपरी पैदल पुल, दिव्यांगजन शौचालय आदि सुविधाएं मौजूद हैं। एक अतिरिक्त 3 मीटर चौड़े ऊपरी पैदल पुल का निर्माण कार्य स्वीकृत किया गया है और इस संबंध में निविदा प्रक्रिया शुरू की गई है।

इसके अलावा, भारतीय रेल पर ऊपरी पैदल पुल के प्रावधान सहित स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्यों को आवश्यकता के अनुसार, प्राथमिकता और निधियों की उपलब्धता के अध्यधीन किया जाता है। स्टेशनों के विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण के लिए कार्यों की स्वीकृति और निष्पादन के समय निचली श्रेणी के स्टेशनों की तुलना में उच्च श्रेणी के स्टेशनों को प्राथमिकता दी जाती है।

रेल मंत्रालय ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास के लिए अमृत भारत स्टेशन योजना की शुरूआत की है। अभी तक अमृत भारत स्टेशन योजना के तहत विकास के लिए 1340 स्टेशनों को चिह्नित किया गया है, जिनमें से पूर्व मध्य रेलवे के दानापुर मंडल के डुमरांव स्टेशन सहित 98 स्टेशन बिहार राज्य में स्थित हैं और पूर्व मध्य रेलवे के पंडित दीन दयाल उपाध्याय मंडल के मोहम्मद गंज स्टेशन सहित 57 स्टेशन झारखंड राज्य में स्थित हैं।

बिहार और झारखंड राज्यों में अमृत भारत स्टेशन योजना के तहत विकास के लिए चिह्नित किए गए स्टेशनों के स्टेशन-वार नाम इस प्रकार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
बिहार	98	अनुग्रह नारायण रोड, आरा, अररिया कोर्ट, बख्तियारपुर, बांका, बनमनखी, बापूधाम मोतिहारी, बरहिया, बरौनी, बरसोई जं, बेगूसराय, बेतिया, भभुआ रोड, भागलपुर,

		भगवानपुर, बिहार शरीफ, बिहिया, बिक्रमगंज, बक्सर, चकिया, चौसा, छपरा, दलसिंह सराय, दरभंगा, दौरम मधेपुरा, देहरी ऑन सोन, ढोली, दिघवारा, डुमरांव, दुर्गावती, एकमा, फतुहा, गया, घोड़ासहन, गुरारू, हाजीपुर जं., जमालपुर, जमुई, जनकपुर रोड, जयनगर, जेहानाबाद, झांझरपुर, कहलगांव, करहागोला रोड, कटिहार, खगड़िया जं., किशनगंज, कुदरा, लाभा, लहेरिया सराय, लखमिनिया, लखीसराय, मधुबनी, महेशखुंट, मैरवा, मानसी जं., मशरख, मोकामा, मोतीपुर, मुंगेर, मुजफ्फरपुर, नबीनगर रोड, नरकटियागंज, नौगछिया, नवादा, पहाड़पुर, पाटलीपुत्र, पटना, पीरो, पीरपैंती, रफीगंज, रघुनाथपुर, राजेन्द्र नगर, राजगीर, राम दयालु नगर, रक्सौल, सबौर, सगौली, सहरसा, साहिबपुर कमाल, सकरी, सलौना, सलमारी, समस्तीपुर, सासाराम, शाहपुर पटोरी, शिवनारायणपुर, सिमरी बख्तियारपुर, सिमुलतला, सीतामढ़ी, सीवान, सोनपुर जं, सुल्तानगंज, सुपौल, तारेगना, ठाकुरगंज, थावे
झारखंड	57	बालसिरिंग, बानो, बरजामदा जं, बरकाकाना, बासुकीनाथ, भागा, बोकारो स्टील सिटी, चाईबासा, चक्रधरपुर, चांडिल, चंद्रपुरा, डाल्टनगंज, डांगोपोसी, देवघर, धनबाद, दुमका गोड्डा, गोबिंदपुर रोड, गढ़वा रोड, गढ़वा टाउन, घाटशिला, गिरिडीह, गोड्डा, धनबाद, दुमका, गम्हरिया, गंगाघाट, गढ़वा रोड, गढ़वा टाउन, घाटशिला, गिरिडीह, गोड्डा,

		गोबिंदपुर रोड, हैदरनगर, हटिया, हजारीबाग रोड, जामताड़ा, जापला, जसीडीह जं, कटरासगढ़, कोडरमा जं, कुमारडुबी, लातेहार, लोहरदगा, मधुपुर जं, मनोहरपुर, मोहम्मदगंज, मुरी जं, एन.एस.सी.बी. जं., गोमोह, नगर उंटारी, नामकोम, ओर्गा, पाकुड़, पारसनाथ, पिस्का, राजखरसवां, राजमहल, रामगढ़ कैंट, रांची जंक्शन, साहिबगंज, शंकरपुर, सिल्ली, सिनी, टाटानगर, टाटीसिलवे, विद्यासागर

<u>स्टेशन जहां कार्य पूरे किए गए हैं:</u>

बिहार और झारखंड राज्यों में अमृत भारत स्टेशन योजना के तहत रेलवे स्टेशनों पर विकास कार्य तेज गति से किए जा रहे हैं। बिहार और झारखंड में कार्य संपन्न स्टेशनों का ब्यौरा निम्नानुसार है:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
बिहार	8	बनमनखी, दौरम मधेपुरा, कहलगांव, पीरपैंती, सबौर, शिवनारायणपुर, सिमुलतला, थावे
झारखंड	15	चाईबासा, चांडिल, गिरिडीह, गोड्डा, गोविंदपुर रोड, कटरासगढ़, लोहरदगा, मधुपुर जंक्शन, मुरी जंक्शन, पाकुड़, पिस्का, राजमहल, रामगढ़ छावनी, साहिबगंज, शंकरपुर

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

बिहार:

- गया स्टेशन: दूसरे नए प्रवेश आगमन भवन का कार्य पूरा कर लिया गया है। द्वितीय नए प्रवेश प्रस्थान भवन, मुख्य प्रवेश द्वार नए आगमन और प्रस्थान भवन, नया प्लेटफॉर्म संख्या 8, नए प्लेटफॉर्म शेल्टर, एयर कॉनकोर्स और परिचलन क्षेत्र के सुधार के कार्य किए गए हैं।
- लखीसराय जंक्शन स्टेशन: नए मुख्य प्रवेश स्टेशन भवन का कार्य, ऊपरी पैदल पुल का विस्तार और परिचलन क्षेत्र में सुधार कार्य पूरा कर लिया गया है। मौजूदा ऊपरी पैदल पुल के लिए लिफ्ट की संस्थापना का कार्य शुरू कर दिया गया है।
- फतुहा स्टेशन: प्लेटफॉर्म संख्या 6 का विस्तार, दूसरे प्रवेश द्वार परिचलन क्षेत्र और पहुंच मार्ग के सुधार के कार्य पूरे किए जा चुके हैं। नए स्टेशन भवन, लिफ्टों और एस्केलेटरों के कार्य शुरू कर दिए गए हैं।
- अनुग्रह नारायण रोड स्टेशन: प्लेटफॉर्म संख्या 1/2 और 3/4 का विस्तार और सतह संबंधी कार्य और नए शौचालय ब्लॉक के कार्य पूरा किए जा चुके हैं। स्टेशन भवन में सुधार, परिचलन क्षेत्र में सुधार कार्य, प्रवेश/निकास द्वार, नए पानी बूथ, प्लेटफॉर्म शेल्टर और नए 6 मीटर चौड़े ऊपरी पैदल पुल के कार्य शुरू किए गए हैं।
- डेहरी ऑन सोन जंक्शन स्टेशन: नए बुकिंग कार्यालय, लिफ्टों के साथ नए ऊपरी पैदल पुल के कार्य, परिचलन क्षेत्र में सुधार कार्य, नए शौचालय ब्लॉक, नए पानी के बूथ और नए प्लेटफॉर्म शेल्टर के कार्य शुरू किए गए हैं।

झारखंड:

- रांची स्टेशन: दूसरे प्रवेश द्वार पर नए स्टेशन भवन का कार्य, नया प्लेटफॉर्म संख्या 6 और विस्तारित 6 मीटर चौड़े ऊपरी पैदल पुल का संरचनात्मक कार्य पूरा किया जा चुका है। दूसरे प्रवेश द्वार पर नए स्टेशन भवन का फिनिशिंग कार्य और 6 मीटर चौड़े ऊपरी पैदल

पुल का विस्तार, प्रवेश द्वार प्रांगण का कार्य, नए प्लेटफॉर्म संख्या 6 पर नए प्लेटफॉर्म शेल्टर, परिचलन क्षेत्र में सुधार और दूसरे प्रवेश द्वार पर पार्किंग, नया 6 मीटर चौड़ा ऊपरी पैदल पुल, भूमिगत जलाशय और अपशिष्ट उपचार संयंत्र के कार्य शुरू किए गए हैं।

- जपला स्टेशन: स्टेशन भवन का सुधार कार्य, परिचलन क्षेत्र और चाहरदीवारी के सुधार का कार्य पूरा कर लिया गया है। नए प्लेटफ़ॉर्म शेल्टर, नए शौचालय ब्लॉक, अतिरिक्त पानी के बूथ और नए ऊपरी पैदल पुल के कार्य शुरू कर दिए गए हैं।
- डाल्टनगंज स्टेशन: प्लेटफॉर्म संख्या 1, 2 और 3 की ऊंचाई बढ़ाने और सतह संबंधी कार्य, स्टेशन भवन में सुधार, परिचलन क्षेत्र में सुधार, पार्किंग, पहुंच मार्ग, नई चाहरदीवारी, शौचालय ब्लॉक का कार्य पूरा किया जा चुका है। प्रवेश द्वार, नया प्लेटफ़ॉर्म शेल्टर और 12 मीटर लंबे ऊपरी पैदल पुल के कार्य शुरू कर दिए गए हैं।
- नागर उंटारी स्टेशन: परिचलन क्षेत्र, पार्किंग, पहुंच मार्ग और नए प्लेटफॉर्म शेल्टर का सुधार का कार्य पूरा किया जा चुका है। स्टेशन भवन का सुधार कार्य, प्लेटफॉर्म की सतह संबंधी सुधार कार्य और 12 मीटर ऊपरी पैदल पुल के कार्य शुरू किए गए हैं।
- लातेहार स्टेशन: स्टेशन भवन का सुधार कार्य, परिचलन क्षेत्र का सुधार कार्य, पार्किंग, पहुंच मार्ग, नई चाहरदीवारी, प्रांगण, नया प्रतीक्षालय, शौचालय ब्लॉक, प्लेटफॉर्म की सतह संबंधी सुधार का कार्य पूरा किया जा चुका है। 12 मीटर ऊपरी पैदल पुल और नए प्लेटफॉर्म शेल्टर के कार्य शुरू कर दिए गए हैं।

अमृत भारत स्टेशन योजना में स्टेशनों को बेहतर बनाने के लिए मास्टर प्लान तैयार करना और उन्हें चरणबद्ध रूप में कार्यान्वित करना शामिल है। मास्टर प्लानिंग में निम्नानुसार शामिल हैं:

- स्टेशन और परिचलन क्षेत्रों तक पहुंच में सुधार
- शहर के दोनों किनारों के साथ स्टेशन का एकीकरण

- स्टेशन भवन का सुधार
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पानी के बूथों में सुधार कार्य
- यात्री यातायात के अनुरूप चौड़े ऊपरी पैदल पुल/एयर कॉनकोर्स का प्रावधान
- लिफ्ट/एस्केलेटर/रैंप का प्रावधान
- प्लेटफॉर्म सतह और प्लेटफॉर्म पर कवर का सुधार/प्रावधान
- एक स्टेशन एक उत्पाद जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान
- पार्किंग क्षेत्र, मल्टीमोडाल एकीकरण
- दिव्यांगजनों के लिए सुविधाएं
- बेहतर यात्री सूचना प्रणाली
- प्रत्येक स्टेशन पर आवश्यकता को ध्यान में रखते हुए एग्जीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए नामित स्थान, भूसुदर्शनीकरण आदि का प्रावधान।

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

रेलवे स्टेशनों का विकास/उन्नयन जटिल प्रकृति का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल है और इसके लिए दमकल विभाग, धरोहर, पेड़ों की कटाई, विमानपत्तन संबंधी स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। ये स्टेशन काफी लंबे समय से परिचालित किए जा रहे हैं अतः इनकी प्रगति जनोपयोगी सेवाओं को स्थानांतरित करने, (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं), अतिलंघन, यात्री संचलन को बाधित किए बिना रेलगाड़ियों का

परिचालन, रेलपथ एवं उच्च वोल्टेज बिजली लाइनों के निकट सान्निध्य में किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों के कारण भी प्रभावित होती है और ये कारक कार्य के समापन समय को प्रभावित करते हैं।

देशभर में रेल परियोजनाओं/कार्यों के संबंध में औपचारिक और अनौपचारिक दोनों प्रकार के प्रस्ताव/अनुरोध/सुझाव/अभ्यावेदन रेलवे बोर्ड, क्षेत्रीय रेलवे, मंडल कार्यालय आदि सहित विभिन्न स्तरों पर राज्य सरकारों, संसद सदस्यों, केंद्र सरकार के मंत्रालयों, निर्वाचित प्रतिनिधियों, रेलवे की अपनी आवश्यकताओं, संगठनों/रेल उपयोगकर्ताओं आदि द्वारा उठाई गई मांगों के आधार पर प्राप्त होते हैं। इस तरह के प्रस्तावों/अनुरोधों/सुझावों/अभ्यावेदनों की प्राप्ति सतत और चलायमान प्रक्रिया है और समय-समय पर इनकी जांच की जाती है तथा यथोचित और युक्तिपूर्ण होने पर कार्रवाई की जाती है।

अमृत भारत स्टेशन योजना सहित स्टेशनों के विकास/उन्नयन/आधुनिकीकरण को सामान्यतः योजना शीर्ष-53 'ग्राहक सुविधाएं' के तहत वित्तपोषित किया जाता है। योजना शीर्ष-53 के तहत आवंटन और व्यय के ब्यौरा क्षेत्रीय रेलवे-वार रखे जाते हैं, न कि कार्य-वार या स्टेशन-वार या राज्य-वार।

बिहार राज्य चार रेलवे जोन अर्थात् पूर्व रेलवे, पूर्व मध्य रेलवे, पूर्वोत्तर रेलवे और पूर्वोत्तर सीमांत रेलवे के अधिकार क्षेत्र में आता है। इन क्षेत्रीय रेलों के लिए, वित्तीय वर्ष 2026-27 के लिए 1,543 करोड़ रुपए का आवंटन किया गया है, जिसमें से अभी तक (जून, 2026 तक) 677 करोड़ रु. का व्यय उपगत किया गया है।

झारखंड राज्य चार रेलवे जोन अर्थात्, मध्य रेलवे, दक्षिण मध्य रेलवे, दक्षिण पूर्व मध्य रेलवे और पश्चिम रेलवे के अधिकार क्षेत्र में आता है। इन जोनों के लिए, वित्तीय वर्ष 2026-27 के लिए 1,199 करोड़ रुपये का आवंटन किया गया है, जिसमें से अभी तक (जून, 2026 तक) 526 करोड़ रुपये का व्यय उपगत किया गया है।

STATE AND DISTRICT CONSUMER DISPUTES REDRESSAL COMMISSIONS IN LADAKH

625. SHRI MOHMAD HANEEFA:

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

(a) whether the State Consumer Disputes Redressal Commission and District Consumer Disputes Redressal Commissions have been established and are functional in the Union Territory of Ladakh as mandated under the Consumer Protection Act, 2019;

(b) if not, the reasons for the non-establishment or non-functioning of these forums in Union Territory of Ladakh;

(c) whether the Government has formulated a timeline for setting up these commissions and making them fully operational in Ladkah;

(d) if so, the details thereof and the steps taken by the Government to expedite their establishment including recruitment and infrastructure development; and

(e) the details of measures being taken by the Government to ensure effective consumer grievance redressal until these forums are functional?

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) : State and District Consumer Disputes Redressal Commissions have been established in the Union Territory of Ladakh. Further, one member is appointed in the Leh District Consumer Disputes Redressal Commission.

Under the provisions of the Consumer Protection Act, 2019, it is the responsibility of the State Governments to fill up the vacancies of President and Members in the State Commissions and District Commissions. Further, as per Rule 6(4) of the Consumer Protection (Qualification for appointment, method of recruitment, procedure of appointment, term of office, resignation and removal of the President and members of the State Commission and District Commission) Rules, 2020, the process of appointments shall be initiated by the State Government atleast 6 months before the vacancy arises.

As per Section 32 of the Consumer Protection Act, 2019, if, at any time, there is a vacancy in the office of the President or Member of the District Commission, the State Government may, by notification, direct -

a) any other District Commission specified in that notification to exercise the jurisdiction in respect of that district also; or
b) the President or a member of any other District Commission specified in that notification to exercise the powers and discharge the functions of the President or member of that District Commission also.

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. 1,853 companies, who have voluntarily partnered with NCH as part of the 'Convergence' programme directly respond to these grievances according to their redressal process and revert by providing a feedback to the complainant on the portal.

The Department 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, e-Daakhil, 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 and has reduced reliance on physical proceedings and has accelerated justice delivery.

NATIONAL STANDARDS FOR CIVIL SERVICE TRAINING INSTITUTIONS

626. SHRI VISHWESHWAR HEGDE KAGERI:

SHRI SURESH KUMAR KASHYAP:

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

(a) whether the Government has introduced major changes under National Standards for Civil Service Training Institutions (NSCSTI)- 2.0 which has replaced NSCSTI-2.0 and if so, the details thereof;

(b) the progress made in implementation of the NSCSTI-2.0;

(c) the details of the number of training institutions assessed and accredited under NSCSTI-2.0 along with their performance grading; and

(d) the measures taken to strengthen the quality and standardisation of civil service training across Central Government institutions?

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 (d): The National Standards for Civil Service Training Institutions (NSCSTI) has been revised and launched as NSCSTI 2.0 on 18.07.2025. The revision of NSCSTI was undertaken to ensure alignment with the evolving objectives of Mission Karmayogi and the strategic role of Civil Service Training Institutions (CSTIs) in institutionalizing continuous learning and delivering competency- based training.

A review of the implementation of NSCSTI was undertaken through a structured consultative process, wherein a national level workshop with accredited CSTIs was convened to obtain detailed feedback on the existing framework. The findings from the review formed the basis for restructuring the framework and rationalization of the assessment metrics from 59 to 43 under NSCSTI 2.0. The assessment metrics focus on themes like course design, faculty development, resource and training targets, digitization and training delivery, training evaluation and quality assurance, governance and operation functions of the training institution.

Measures taken to strengthen the quality and standardization of civil services training include the preparation of Quality Improvement Plans (QIPs) based on gap analysis, supported by mentoring from higher-rated institutions; faculty development through targeted training programmes; support for the

digitisation of training content; strengthening of governance, procurement, and training management processes; and the establishment of a continuous benchmarking and collaborative ecosystem to facilitate resource sharing, real-time data-driven decision-making, and long-term institutional development across Central and State training institutions.

Training Institutes are awarded 1-Star to 5-Star ratings as per their performance in the assessment. So far 209 Institutes have been accredited, out of which 25 have received 4-star or above rating. The remaining institutions have ratings 3- star or below.

PM-VIKAS SCHEME

627. SHRI YUSUF PATHAN:

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

(a) whether the Government has undertaken a review of the implementation of the PM-VIKAS(Pradhan Mantri Virasat Ka Samvardhan) scheme for skill development and entrepreneurshipamong minority communities and if so, the details thereof;

(b) the details of number of beneficiaries covered under the scheme during the last threeyears, State/UT-wise;

(c) whether the Government has identified any gaps in training, placement and access tocredit for minority youth and if so, the details thereof; and

(d) the corrective measures proposed to improve employment outcomes and

self-employment opportunities under the scheme?

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

(a) and (b) The Ministry reviews the implementation of the PM VIKAS Scheme on a regular basis at various levels to assess progress, address operational challenges and strengthen implementation. Periodic review meetings are conducted with Project Implementing Agencies (PIAs), National Skill Development Corporation (NSDC), Awarding Bodies and other stakeholders. The PM VIKAS scheme guidelines were approved in January 2025, and targets under the scheme were allocated under the three different components of the scheme viz. a) skilling and training, b) women leadership and entrepreneurship and c) education to be covered through 59 Project implementing agencies. Out of the total allocated, state wise number of enrolled candidates are as follows:

States/UTs	Enrolled Candidates
Andhra Pradesh	2,952
Assam	14,521
Bihar	1,760
Delhi	2,112
Haryana	769
Jammu And Kashmir	7,491

Jharkhand	5,593
Karnataka	1,409
Kerala	607
Madhya Pradesh	4,161
Maharashtra	5,216
Manipur	60
Meghalaya	510
Nagaland	370
Punjab	8,349
Rajasthan	488
Sikkim	-
Tamil Nadu	381
Telangana	2,422
Tripura	984
Uttar Pradesh	17,634
Uttarakhand	2,845
West Bengal	284
Total	**80,918**

(c) and (d): The implementation of the PM VIKAS Scheme and related consultations with stakeholders have highlighted certain areas requiring strengthening. These include strengthening industry linkages and placement

opportunities through greater focus on apprenticeships, On-the-Job Training (OJT), verified placements and alignment of training programmes with emerging and future skill requirements.

To improve employment outcomes and self-employment opportunities under PM VIKAS, the Government has adopted a multi-pronged approach. The Scheme provides industry-aligned skilling in emerging sectors through reputed institutions and industry-linked Project Implementing Agencies. To strengthen employment linkages, the Ministry also organizes stakeholder consultations to facilitate placement opportunities for trained candidates.

The Scheme also envisages career counselling, entrepreneurship development training, mentoring support through Business Mentors/Udyami Mitras and integrates credit linkages with the National Minorities Development and Finance Corporation (NMDFC) to facilitate access to concessional finance for self-employment and enterprise development.

EXPANSION OF MOBILE TOWER CONNECTIONS IN ANDHRA PRADESH

628. SHRI PUTTA MAHESH KUMAR:

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

(a) the details of the total number of mobile towers proposed, under construction and presently functional in Andhra Pradesh, district-wise and in Eluru District;

(b) the details of the State and year-wise funds allocated, sanctioned,

released, and utilised for the expansion and construction of mobile tower infrastructure during the last five years, district-wise for Andhra Pradesh especially in Eluru District;

(c) the details of the employment and skill development opportunities generated for youth in Andhra Pradesh as a result of mobile tower construction and related infrastructure activities, with district-wise particulars; and

(d) whether any mobile tower construction projects in Andhra Pradesh have been delayed, if so, the details thereof including the causes of such delays and the corrective measures undertaken by the Government to address 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) Government through Digital Bharat Nidhi (DBN) has undertaken several schemes for provision of 4G mobile services in identified uncovered villages/locations across the country including Andhra Pradesh State.

Under DBN funded Mobile schemes, 4,047 villages/locations have been covered with 4G mobile services through installation of 2,058 towers in Andhra Pradesh as on 30.06.2026. In Eluru district, 65 villages/locations have been covered with mobile services through installation of 56 towers.

As on 30.06.2026, the district-wise BTSs (Technology-wise) functional in Andhra Pradesh is attached as **STATEMENT-I**

(b) The State /UT-wise details of funds disbursed under various Mobile

Projects of DBN during last five financial years is attached as **STATEMENT-II**

(c) Sir, no such record is maintained.

(d) In Andhra Pradesh, Digital Bharat Nidhi is funding the following mobile connectivity projects:

i. Mobile connectivity in Left Wing Extremism (LWE) affected areas: Phase2 (LWE-II)
ii. Mobile connectivity in Left Wing Extremism (LWE) affected areas: Phase-I 4G Upgradation (LWE-I 4G Upgradation)
iii. Provision of 4G based mobile services in identified uncovered villages in Aspirational Districts.
iv. Saturation of 4G mobile services

Execution of some sites has faced delays due to factors such as unavailability of road access, delay in land allotment, forest, wildlife and right of way permission etc. Such issues are addressed in consultation with the State Government.

STATEMENT-I

The district-wise BTSs (Technology-wise) functional in Andhra Pradesh as on 30.06.2026

30.06.2026			BTS																						
LSA Name	State/UT Name	District Name	2G BTS					3G BTS						4G BTS						5G BTS					Grand Total
			Airtel	BSNL	MTNL	VI	2G TOTAL	Airtel	BSNL	MTNL	VI	Reliance	3G TOTAL	Airtel	BSNL	Bharti DNPL	Reliance Jio	VI	4G TOTAL	Airtel	BSNL	Reliance Jio	VI	5G TOTAL	
		Total	**10581**	**4117**	**0**	**5768**	**20466**	**0**	**178**	**0**	**0**	**0**	**178**	**18945**	**5985**	**0**	**37661**	**9713**	**72304**	**5855**	**0**	**15409**	**97**	**21361**	**114309**
Andhra Pradesh	Andhra Pradesh	Ananthapuramu	534	174	0	213	**921**	0	12	0	0	0	**12**	905	200	0	2279	304	**3688**	234	0	832	0	**1066**	**5687**
Andhra Pradesh	Andhra Pradesh	SRI SATHYA SAI	399	129	0	154	**682**	0	10	0	0	0	**10**	643	153	0	1539	210	**2545**	168	0	590	0	**758**	**3995**
Andhra Pradesh	Andhra Pradesh	Annamayya	363	161	0	160	**684**	0	3	0	0	0	**3**	650	216	0	1290	268	**2424**	195	0	538	0	**733**	**3844**
Andhra Pradesh	Andhra Pradesh	Chittoor	434	151	0	192	**777**	0	4	0	0	0	**4**	723	237	0	1494	318	**2772**	178	0	726	0	**904**	**4457**
Andhra Pradesh	Andhra Pradesh	TIRUPATI	609	223	0	286	**1118**	0	17	0	0	0	**17**	1259	270	0	2117	486	**4132**	381	0	941	30	**1352**	**6619**
Andhra Pradesh	Andhra Pradesh	ALLURI SITHARAMA RAJU	103	61	0	0	**164**	0	0	0	0	0	**0**	109	567	0	749	0	**1425**	0	0	80	0	**80**	**1669**
Andhra Pradesh	Andhra Pradesh	Dr. B. R. Ambedkar Konaseema	295	102	0	184	**581**	0	9	0	0	0	**9**	552	113	0	946	336	**1947**	210	0	479	0	**689**	**3226**
Andhra Pradesh	Andhra Pradesh	East Godavari	381	133	0	238	**752**	0	3	0	0	0	**3**	731	173	0	1254	433	**2591**	297	0	604	0	**901**	**4247**
Andhra Pradesh	Andhra Pradesh	KAKINADA	402	137	0	261	**800**	0	3	0	0	0	**3**	793	186	0	1368	483	**2830**	308	0	612	0	**920**	**4553**
Andhra Pradesh	Andhra Pradesh	Eluru	431	187	0	285	**903**	0	6	0	0	0	**6**	729	256	0	1519	474	**2978**	244	0	660	0	**904**	**4791**
Andhra Pradesh	Andhra Pradesh	West Godavari	337	147	0	202	**686**	0	9	0	0	0	**9**	654	162	0	1202	382	**2400**	246	0	514	0	**760**	**3855**
Andhra Pradesh	Andhra Pradesh	BAPATLA	320	106	0	190	**616**	0	6	0	0	0	**6**	552	108	0	994	334	**1988**	157	0	434	0	**591**	**3201**
Andhra Pradesh	Andhra Pradesh	Guntur	451	182	0	311	**944**	0	8	0	0	0	**8**	938	224	0	1721	534	**3417**	328	0	730	0	**1058**	**5427**

Andhra Pradesh	Andhra Pradesh	PALNADU	406	142	0	271	**819**	0	6	0	0	0	**6**	675	157	0	1402	454	**2688**	196	0	554	0	**750**	**4263**
Andhra Pradesh	Andhra Pradesh	Y S R	466	206	0	213	**885**	0	19	0	0	0	**19**	816	246	0	1803	356	**3221**	216	0	753	0	**969**	**5094**
Andhra Pradesh	Andhra Pradesh	Krishna	368	122	0	231	**721**	0	4	0	0	0	**4**	666	166	0	1214	401	**2447**	225	0	510	0	**735**	**3907**
Andhra Pradesh	Andhra Pradesh	NTR	486	199	0	309	**994**	0	0	0	0	0	**0**	969	248	0	1690	577	**3484**	331	0	738	0	**1069**	**5547**
Andhra Pradesh	Andhra Pradesh	Kurnool	443	165	0	243	**851**	0	10	0	0	0	**10**	789	198	0	1708	387	**3082**	241	0	650	0	**891**	**4834**
Andhra Pradesh	Andhra Pradesh	NANDYAL	383	150	0	205	**738**	0	9	0	0	0	**9**	624	169	0	1321	305	**2419**	184	0	476	0	**660**	**3826**
Andhra Pradesh	Andhra Pradesh	Sri Potti Sriramulu Nellore	577	250	0	295	**1122**	0	6	0	0	0	**6**	1021	270	0	1897	489	**3677**	346	0	730	0	**1076**	**5881**
Andhra Pradesh	Andhra Pradesh	Prakasam	274	89	0	175	**538**	0	0	0	0	0	**0**	466	95	0	883	296	**1740**	140	0	346	0	**486**	**2764**
Andhra Pradesh	Andhra Pradesh	Markapuram	212	95	0	146	**453**	0	0	0	0	0	**0**	303	111	0	891	235	**1540**	68	0	272	0	**340**	**2333**
Andhra Pradesh	Andhra Pradesh	PARVATHIPURAM MANYAM	152	102	0	57	**311**	0	6	0	0	0	**6**	202	168	0	552	68	**990**	27	0	172	0	**199**	**1506**
Andhra Pradesh	Andhra Pradesh	Srikakulam	431	184	0	192	**807**	0	1	0	0	0	**1**	722	232	0	1358	304	**2616**	177	0	572	0	**749**	**4173**
Andhra Pradesh	Andhra Pradesh	VIZIANAGARAM	367	182	0	189	**738**	0	9	0	0	0	**9**	585	215	0	1150	322	**2272**	158	0	496	0	**654**	**3673**
Andhra Pradesh	Andhra Pradesh	ANAKAPALLI	348	117	0	209	**674**	0	1	0	0	0	**1**	599	178	0	1059	333	**2169**	171	0	450	0	**621**	**3465**
Andhra Pradesh	Andhra Pradesh	Visakhapatnam	535	184	0	346	**1065**	0	17	0	0	0	**17**	1183	271	0	2103	607	**4164**	421	0	900	67	**1388**	**6634**
Andhra Pradesh	Andhra Pradesh	Polavaram	74	37	0	11	**122**	0	0	0	0	0	**0**	87	396	0	158	17	**658**	8	0	50	0	**58**	**838**

STATEMENT-II

The State/UT-wise details of funds disbursed under various Mobile Projects of DBN during last five financial years (2021-22 to 2025-26)

Sl. No.	Name of States	Total Fund disbursed (Amount in Rs. crores)
1	Andaman and Nicobar	138
2	**Andhra Pradesh**	**1,249**
3	Assam	395
4	Bihar	195
5	Chhattisgarh	1,071
6	Gujarat (including Dadar and Nagar Have and Daman and Diu)	398
7	Haryana	3
8	Himachal Pradesh	324
9	Jammu and Kashmir (including Ladakh)	589
10	Jharkhand	957
11	Karnataka	355
12	Kerala	190
13	Lakshadweep	9
14	Maharashtra (including Goa)	1,738
15	Madhya Pradesh	930

16	NE-I (Meghalaya, Mizoram, Tripura)	453
17	NE-II(Arunachal Pradesh, Manipur,	1,099
18	Odisha	2,024
19	Punjab	23
20	Rajasthan	832
21	Tamil Nadu	155
22	Telangana	213
23	Uttar Pradesh	167
24	Uttarakhand	335
25	West Bengal (including Sikkim)	62
	Grand Total	**13,904**

CSCs IN THANJAVUR

629. SHRI MURASOLI S:

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

(a) the number of Common Service Centres (CSCs) functional in Thanjavur district;

(b) the status of digital literacy programmes implemented in the said district under central schemes during the last three years; and

(c) the details of cybercrime and/or data fraud complaints originating from Thanjavur district which have been reported to CERT-In and the number,

nature and 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): As of 31st May 2026, a total number of 685 CSCs were functional in Thanjavur district of Tamil Nadu out of which 486 CSCs were functional in rural areas.

Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA) was initiated to provide digital literacy in 6 crore rural households (one person per household) nationwide including the State of Tamil Nadu. A total of 6.39 crore individuals were trained across the country. Under the PMGDISHA Scheme in the State of Tamil Nadu, a total of 14.07 lakh+ beneficiaries were trained, out of which 52,646 beneficiaries trained in Thanjavur District of Tamil Nadu. The scheme has been concluded on 31.03.2024.

National Institute of Electronics and Information Technology (NIELIT) is providing training on digital literacy through courses such as Course on Computer Concepts (CCC), Awareness in Computer Concept (ACC), Basic Computer Course (BCC), etc. through its wide network of 56 own centres and 9000+ partner institutions. NIELIT's Digital Literacy (CCC) course includes a dedicated component on financial literacy and digital financial services. The module provides basic awareness of financial tools, services, and government schemes, enabling learners to make informed financial decisions and

effectively use digital financial platforms. NIELIT has one (1) own Centre in Tamil Nadu at Chennai for skill development activities in the State. Further, NIELIT has more than 35 partner institutes in the State, including 6 in the district of Thanjavur. In the last 03 years, through this network, NIELIT has trained/skilled 37,500+ candidates across the State of Tamil Nadu.

A comprehensive initiative “PM eVidya” was initiated by Ministry of Education (MoE), Government of India as part of Atma Nirbhar Bharat Abhiyaan on 17th May, 2020, which unifies all efforts related to digital/online/on-air education to enable multi-mode access to education across the country. States/UTs collaborate with NCERT to utilise, monitor and evaluate the effectiveness of these initiatives as per their requirements. NCERT also provides regular guidance/ feedback to States/UTs on the quality of these initiatives.

The key components of PM eVidya are also aligned towards enhancing digital literacy and include 200 DTH TV channels and 400 Radio channels to enable all States/UTs to provide supplementary education in various Indian languages for classes 1-12.

Under the PM eVidya 200 DTH TV Channels initiative, the State of Tamil Nadu has been allotted five dedicated channels (TN PM eVidya 158-162).

Digital Infrastructure for Knowledge Sharing (DIKSHA) is the Nation’s One Nation, One Digital platform for providing quality e-content for school education in States/UTs along with QR coded Energised Textbooks (ETBs) for all grades. As a participant in DIKSHA, States/UTs have generated and contributed over 3.67 lakh content in local/regional languages enabling multilingualism.

Overall, 579.41 crore learning sessions for 2.29 crore users have been completed on DIKSHA by students, teachers and other stakeholders. The platform supports both online and offline access, enabling learners to download content and continue learning without internet connectivity.

The stakeholders have access to more than 836 Virtual Labs and 100 Virtual skill labs (50 each in Hindi and English) on DIKSHA that help students with simulation of real-world laboratory environment.

Cybercrime or fraud complaints are not reported to Indian Computer Emergency Response Team (CERT-In). These are being reported through Cybercrime Helpline number 1930 and National Cyber Crime Reporting Portal (https://cybercrime.gov.in/) to Ministry of Home Affairs.

FUND ALLOCATION FOR RAILWAY PROJECT IN KARNATAKA

630. SHRI GOVIND MAKTHAPPA KARJOL:

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

(a) the details of new railway lines, doubling, gauge conversion, electrification, station redevelopment and other railway infrastructure projects and under implementation in the country particularly in Karnataka during each of the last five years, project-wise and district-wise;

(b) the details of funds allocated, released and utilised for these projects during the said period, year and project-wise;

(c) the present status of each project including the physical and financial

progress expected date of completion and reasons for delay, if any;

(d) the details of projects completed and dedicated to the public during the last five years, district-wise; and

(e) the steps taken by the Government to expedite pending railway projects and enhance rail connectivity, passenger amenities and freight infrastructure in Karnataka?

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

(a) to (e): Railway projects are surveyed /sanctioned/executed Zonal Railway wise and not State-wise /District wise as the Railway projects may span across State/district boundaries.

The details of commissioning/laying of new track across Indian Railways is given below:-

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

Projects sanctioned:

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000

Km, costing approx. Rs. 8.31 lakh crore are sanctioned. The summary is as under:-

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

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

Karnataka:

Railway Budget:

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

Period	**Outlay**
2009-14	₹835 crore/year

2026-27	₹7,748 crore (more than 9 times)

Projects sanctioned:

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

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

Recently Completed Projects:

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

S N	Project	Cost (₹ in Crores)
1	Kottur-Harihar new line (65 km)	468
2	Hassan-Bangalore new line (167 km)	1,290
3	Bidar-Gulbarga new line (110 km)	1,543
4	Shivani - Hosadurga Road doubling (10 km)	50
5	Shivani-Birur Doubling (29 km)	143
6	Hosadurga-Chikjajur doubling (29 km)	260
7	Ramanagram - Mysore patch doubling (94 km)	998
8	Yelahanka – Chennasadra doubling (13 km)	108
9	Yeshwantpur - Yelahanka doubling(12 km)	95
10	Netrawati - Mangalore Central doubling (2 km)	28
11	Kankanadi - Panambur doubling (19 km)	350
12	Arsikere-Tumkur doubling (96 km)	758
13	Yelahanka - Penukonda doubling (123 km)	1,104
14	Daund-Gulbarga doubling (225 km)	3,182
15	Hubli-Chikjajur doubling (190 km)	1,850
16	Hotgi-Gadag doubling (284 Km)	2,459
17	Pune-Miraj-Londa doubling (466 Km)	6,464
18	Jokkate-Thokur doubling (2 Km)	102

Ongoing Projects:

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

S N	Project	Cost (₹ in Crores)
1.	Munirabad-Mahabubnagar new line (247 Km)	3,978
2.	Kadur - Chickmagalur - Sakleshpur new line (93 km.)	908
3.	Rayadurg - Tumkur via Kalyandurg new line (207 km.)	4,565
4.	Bagalkot - Kudachi new line (142 km.)	1,694
5.	Tumkur - Chitradurg- Devangere new line (182 km.)	2,142
6.	Marikuppam - Kuppam new line (24 Km.)	518
7.	Gadag - Wadi new line (257 km)	3,668
8.	Shimoga - Shikaripura - Ranebennur new line (96 km.)	994
9.	Hassan - Belur new line (32 km.)	749
10.	Dharwad to Belgaum via Kittur new line (73 Km.)	927
11.	Hospet - Hubli - Londa - Tinaighat - Vasco - de - Gama doubling (312 km)	4,730
12.	Baiyyapanahalli to Hosur doubling (48 km)	1,160
13.	Yeshwanthpur to Channasandra doubling (22 km)	684
14.	Ballari-Chikjajur doubling (185 Km)	3,342
15.	Secunderabad (Sanathnagar) - Wadi 3rd and 4th line (173	5,012

S N	Project	Cost (₹ in Crores)
	Km)	
16.	Bellary - Hosapete 3rd and 4th line (65 Km)	2,372
17.	Guntakal-Wadi 3rd and 4th line (230 Km)	4,758

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

S N	Project	Total Land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1	Shimoga – Rannebennur new line (96 km)	559	283	276
2	Belgaum – Dharwad new line (73 km)	581	0	581
3	Shimoga – Harihar new line (79 km)	488	0	488
4	Whitefield-Kolar new line (53 km)	337	0	337
5	Hassan-Belur new line (32 km)	206	0	206

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

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

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

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 projects.

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.

Railway Electrification:

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-26	48,072

So far, about 96.8% of Broad Gauge (BG) lines in Karnataka have been electrified. The electrification work in the balance section has been taken up.

Station Redevelopment:

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

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

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

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

So far, 1,340 stations have been identified for development under this scheme, out of which 61 stations, are located in Karnataka. The names of stations

identified for development under Amrit Bharat Station Scheme in Karnataka are as following:

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

State	No. of Stations	Names of Stations
		Whitefield, Yadgir, Yesvantpur

Completed Stations:

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

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

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

- **Bangalore Cantonment station**: The works of new diversion road at South side, new electrical sub station and new 5 m wide foot over bridge have been completed. The works of new station building, improvement of platform surface, air concourse, 12 m wide foot over bridge, new basement at South side, new overhead tank at North and South side

have been taken up.

- **Yesvantpur station**: The works of new elevated road at East side, new arrival and departure plaza at East side, new Multi Level Car Parking (MLCP) at East side, new electrical sub station, new overhead tank and new sewage treatment plant at East side have been completed. The works of new station building at West side, new air concourse, platform shelter, lift, escalator, new elevated road at West side, new arrival and departure plaza at West side have been taken up.

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

- **Chitradurga station**: The works of new station building at main entry, new entrance porch at main entry, new waiting hall, new toilet, new booking office, improvement of circulating area at main entry, parking and amenities for Divyangjan have been taken up.

- **Davangere station**: The works of platform shelter, improvement of platform surface, new toilet, parking at main entry and amenities for Divyangjan have been completed. The works of lift, escalator and 12 m wide foot over bridge have been taken up.

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

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

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 ‘Customer Amenities’. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. Karnataka is covered under the jurisdiction of five railway zones, namely, Central Railway, South Coast Railway Southern Railway, South Central Railway, and South Western Railway. For these zones, an allocation of ₹ 15,640 crore has been made for the last five financial years and current financial year, out of which an

expenditure (up to June, 2026) of ₹ 13,402 crore has been incurred so far.

Train Services:

As the Railway network straddles across State/district boundaries, trains are operated and stoppages are provided as per network requirements, across such boundaries.

However, during the period 2021-22 to 2026-27 (upto June, 2026), to cater to the needs of stations located in the State of Karnataka, Indian Railways, on originating/terminating basis, have introduced 66 pairs (132 train services). These are listed below:

S N	**Train No. and Name**
1	10109/10110 Madgaon - Karwar Express
2	11085/11086 SMVT Bengaluru - Gwalior Express
3	13433/13434 SMVT Bengaluru - Malda Town Amrit Bharat Express
4	16223/16224 SMVT Bengaluru - Radhikapur Express
5	16313/16314 Thiruvananthapuram North - Mangaluru Jn. Antyodaya Express
6	16329/16330 Nagercoil - Mangaluru Jn. Amrit Bharat Express
7	16523/16524 SMVT Bengaluru - Balurghat Express
8	16539/16540 Yesvantpur - Mangaluru Jn. Express

S N	Train No. and Name
9	16547/16548 Yesvantpur - Vijayapura Express
10	16553/16554 SMVT Bengaluru - Lokmanya Tilak (T) Express
11	16555/16556 Yesvantpur - Talguppa Express
12	16559/16560 SMVT Bengaluru - Bidar Express
13	16563/16564 Bengaluru Cantt. - Kalaburagi Express
14	16577/16578 Yesvantpur - Bidar Express
15	16597/16598 SMVT Bengaluru - Alipurduar Amrit Bharat Express
16	16621/16622 Rameswaram - Mangaluru Central Express
17	16707/16708 Mangaluru Jn - Tirunelveli Express
18	17071/17072 Hyderabad - Belagavi Express
19	17073/17074 Secunderabad - Belagavi Express
20	17075/17076 Charlapalli - Belagavi Express
21	17289/17290 Kakinada Town - Mysuru Express
22	17327/17328 Hubballi - Kushtagi Express
23	17377/17378 Vijayapura - Mangaluru Central Express

S N	Train No. and Name
24	17423/17424 Tirupati - Chikkamagaluru Express
25	18063/18064 Santragachi - Yelahanka Express
26	18509/18510 Vishakapatnam - SMVT Bengaluru Express
27	19057/19058 Surat - Mangaluru Jn. Express
28	20607/20608 MGR Chennai Central - Mysuru Vande Bharat Express
29	20641/20642 Bengaluru Cantt.- Coimbatore Vande Bharat Express
30	20645/20646 Madgaon - Mangaluru Central Vande Bharat Express
31	20657/20658 SSS Hubballi - Hazrat Nizamuddin Express
32	20661/20662 KSR Bengaluru - Dharwad Vande Bharat Express
33	20663/20664 Mysuru - MGR Chennai Central Vande Bharat Express
34	20669/20670 Hubballi - Pune Vande Bharat Express
35	20671/20672 Madurai - Bengaluru Cantt. Vande Bharat Express
36	20687/20688 Hubballi - KSR Bengaluru Express
37	20703/20704 Kacheguda - Yesvantpur Vande Bharat Express
38	22231/22232 Kalaburagi - SMVT Bengaluru Vande Bharat Express

S N	Train No. and Name
39	22305/22306 SMVT Bengaluru - Jasidih Express
40	26651/26652 KSR Bengaluru - Ernakulam Jn. Vande Bharat Express
41	26751/26752 Belagavi - KSR Bengaluru Vande Bharat Express
42	51461/51462 Belagavi - Miraj Passenger
43	51463/51464 Belagavi - Miraj Passenger
44	56229/56230 KSR Bengaluru - Channapatna Passenger
45	56231/56232 Mysuru - SMVT Bengaluru Passenger
46	56531/56532 Yesvantpur - Hindupur Passenger
47	56919/56920 Hubballi - Vijayapura Passenger
48	66501/66502 Hubballi - Vijayapura MEMU
49	66525/66526 KSR Bengaluru - Hassan MEMU
50	66537/66538 Bangarapet - SMVT Bengaluru MEMU
51	66539/66540 KSR Bengaluru - Ashokapuram MEMU
52	66559/66560 Yesvantpur - Sri Sathya Sai Prashanthi Nilayam MEMU
53	66561/66562 Tumakuru - Yesvantpur MEMU

S N	Train No. and Name
54	66563/66564 Yesvantpur- Hosur MEMU
55	66565/66566 Banaswadi - Tumakuru MEMU
56	66575/66576 (Old No. 76511/76512) Banaswadi - Tumkuru DEMU
57	66577/66578 (Old No. 76509/76510) Tumakuru - Arsikere DEMU
58	66595/66596 Yesvantpur - Hosur MEMU
59	66597/66598 KSR Bengaluru - Ashokapuram MEMU
60	67787/67788 Kacheguda - Raichur MEMU
61	76501/76502 Alnavar - Dandeli DEMU
62	76503/76504 Alnavar - Dandeli DEMU
63	76505/76506 Alnavar - Dandeli DEMU
64	76507/76508 Hosapete - Hubballi DEMU
65	76509/76510 Ballari - Davangere DEMU
66	76511/76512 Hosapete - Ballari DEMU

Besides, introduction of new train services, which is an on-going process, depends on various factors which include-

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets.
- Occupancy and the traffic requirement of the section.

GatiShakti Cargo Terminals:

The details of GCTs commissioned and additional In-Principle Approvals (IPAs) given in the State of Karnataka are as under:-

S.No.	State Name	GCTs commissioned so far	Additional In-principle Approvals (IPAs) given
1	Karnataka	04	18

The Gati Shakti Cargo Terminals cater to a wide range of commodities including cement, steel, foodgrains, fertilizers, coal, fly ash, minerals, containers, automobiles, agricultural produce and other bulk as well as non-bulk commodities. The policy has benefited key sectors such as cement, steel, power, mining, agriculture, logistics and manufacturing by providing improved rail connectivity and modern cargo handling infrastructure. The development of GCTs has enhanced rail freight movement through faster and more efficient

loading/unloading, reduced first-mile and last-mile logistics costs, improved wagon turnaround, and facilitated modal shift of freight from road to rail, thereby improving the overall efficiency and competitiveness of rail-based logistics.

The Gati Shakti Cargo Terminal (GCT) Policy has facilitated the development of modern multimodal cargo terminals closer to production and consumption centres, thereby improving rail connectivity for local industries, agricultural produce and other commodities. The policy has enabled creation of warehousing, silos, cold storage and other value-added logistics facilities. This has enhanced the competitiveness of local industries and farmers while generating employment and promoting regional economic development.

DEMAND OF GENERAL CLASS COACHES IN RAILWAYS

631. SHRI MADDILA GURUMOORTHY:

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

(a) whether the Government is aware of the increasing demand for General Class coaches, particularly among short-distance passengers and economically weaker sections who depend on affordable rail travel, if so, the details thereof and if not, the reasons therefor;

(b) whether the Government has conducted any assessment of passenger demand, occupancy levels and overcrowding in General Class coaches across the railway network, if so, the details thereof;

(c) whether the Government proposes to increase the number of General

Class coaches in existing trains/introduce additional General Class services to meet the growing public demand, if so, the details thereof; and

(d) the steps taken/proposed to be taken to reduce overcrowding and enhance the availability of General Class accommodation across the Railways?

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

(a) to (d) The number of unreserved passengers travelling on Indian Railways has gradually increased over the last three years. However, it is also a fact that occupancy pattern of trains is not uniform throughout the year and it varies over lean and peak periods. During peak rush periods, the occupancy of the trains especially on popular routes remains full whereas during lean period and on less popular routes, there is sub optimal utilization.

With a view to meet the demand of passengers travelling in unreserved coaches, Indian Railways (IR) have significantly increased the facilities for passengers demanding general class travel. During the financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains to have at least 4 general class coaches. Similarly, during the year 2025-26 about 870 Coaches including 160 General Class and during the year 2026-27 (up to 30.06.2026) about 190 coaches including 20 general class coaches have been utilised for permanent augmentation.

To cater to the travel demand of the low and middle income families, Indian Railways have taken up manufacturing of 17,000 non-AC coaches

(general/sleeper).

On IR, the percentage of non-AC coaches, is about 70% as indicated below:

Non-AC coaches (general and sleeper)	~62,000	~70%
AC coaches	~27,000	~30%
Total coaches	**~89,000**	**100%**

Distribution of coaches:

Moreover, to provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class and Sleeper class non- AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches.

Further, to cater to the needs of passengers desirous of availing unreserved accommodation, Indian Railways (IR) operate unreserved non-AC passenger trains/ MEMU / EMU etc. for affordable travel, which are in addition to the unreserved accommodation (coaches) available in Mail/Express services.

Amrit Bharat service:

To provide affordable means of transportation to the low and middle

income families, Indian Railways have introduced Amrit Bharat services that are fully non-AC modern trains. The present composition of Amrit Bharat consists of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry Car and 02 Luggage cum Divyangjan coaches.

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

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

As on 30.06.2026, the following 36 pairs 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
31	17065/17066 Charlapalli - Shalimar Amrit Bharat Express
32	22589/22590 Banaras- Hadapsar Amrit Bharat Express

33	22111/22112 Lokmanya Tilak(T)- Ayodhya Amrit Bharat Express
34	14663/14664 Amritsar- New Jalpaiguri Amrit Bharat Express
35	19725/19726 Khatipura- Darbhanga Amrit Bharat Express
36	11431/11432 Pune - Danapur Amrit Bharat Express

Special Trains

IR also operates Special train services during festivals, holidays, etc. to cater to the extra needs of passengers and supplement the accommodation available by regular services.

Accordingly, the number of Special trains operated across the Indian Railways network, to facilitate the passengers during Summer/winter vacations, festivals like Holi, Durga Puja, Diwali, Chhath, Christmas, Sabrimala, Id-ul-fitr etc. are as below:

Year	No. of trips
2023-24	~40,500
2024-25	~85,400
2025-26	~80,500

DIFFICULTIES FACED BY PASSENGERS TRAVELLING IN GENERAL/UNRESERVED/SLEEPER CLASS COACHES

632. DR. LATA WANKHEDE:

SHRIMATI SHAMBHAVI:

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

(a) whether the Railway Board has taken direct cognizance of the extreme overcrowding, lack of ventilation and safety hazards faced by passengers travelling in general, unreserved and sleeper class coaches across long-distance trains;

(b) if so, the total number of new regular Amrit Bharat and special non-AC general category trains introduced during the last two financial years to manage peak festive rushes particularly in Bihar and Madhya Pradesh;

(c) whether the Government is systematically increasing the total number of general and sleeper coaches in existing popular trains and if so, the details thereof;

(d) the concrete measures taken/being taken by the Government to ensure functional lights, clean mobile charging points, and hygienic running water in all non-AC public compartments; and

(e) the steps taken/being taken by the Government to expand automated ticket vending machines at small rural stations?

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

(a) to (e): On Indian Railways, traffic pattern of passengers is not uniform throughout the year and it varies over lean and peak periods. During peak rush periods, the occupancy of the trains especially on popular routes remains full whereas during lean period and on less popular routes, there is sub optimal utilization.

With a view to meet the demand of passengers travelling in unreserved coaches, Indian Railways (IR) have significantly increased the facilities for passengers demanding general class travel. During the financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains to have at least 4 general class coaches. Similarly, during the year 2025-26 about 870 Coaches including 160 General Class and during the year 2026-27 (up to 30.06.2026) about 190 coaches including 20 general class coaches have been utilised for permanent augmentation.

To cater to the travel demand of the low and middle income families, Indian Railways have taken up manufacturing of 17,000 non-AC coaches (general/sleeper).

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%**

Moreover, to provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class and Sleeper class non- AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches.

Further, to cater to the needs of passengers desirous of availing unreserved accommodation, Indian Railways (IR) operate unreserved non-AC passenger trains/ MEMU / EMU etc. for affordable travel, which are in addition to the unreserved accommodation (coaches) available in Mail/Express services.

Amrit Bharat service:

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

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

- Better aesthetics of seat and berths with enhanced look and feel on the lines of Vande Bharat Sleeper.

- Jerk Free Semi-Automatic Couplers.
- Improved Crashworthiness in coaches by provision of crash tube.
- Provision of CCTV system in all coaches.
- Improved designs of toilets.
- Improved design of Ladder for ease of climbing on to the berth.
- Improved LED Light fitting and Charging Sockets.
- Provision of EP assisted braking system.
- Aerosol based fire suppression system in toilets and electrical cubicles.
- USB Type-A and Type-C mobile charging sockets.
- Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
- Non-AC pantry with enhanced heating capacity.
- Fully sealed gangways with quick release mechanism for easy attachment and detachment.

As on 30.06.2026, the following 36 pairs Amrit Bharat Express services are being operated on the Indian Railways network:

SN	**Train No. and Name**
1	11015/11016 LokmanyaTilak (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 – AnandVihar (T) Amrit Bharat Express

5	15561/15562 Darbhanga –Gomtinagar Amrit Bharat Express
6	15567/15568 BapudhamMotihari– 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– AnandVihar (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 – AnandVihar (T) Amrit Bharat Express
22	22587/22588 Sealdah - Banaras Amrit Bharat Express

23	20603/20604 New Jalpaiguri – Nagercoil Amrit Bharat Express
24	15949/15950 Dibrugarh - Gomti Nagar Amrit Bharat Express
25	16121/16122 Tambaram - Thiruvananthapuram Central Amrit Bharat Express
26	16329/16330 Nagercoil – Mangaluru Amrit Bharat Express
27	17041/17042 Charlapalli - Thiruvananthapuram North Amrit Bharat Express
28	16619/16620 Podanur-Dhanbad Amrit Bharat Express
29	16357/16358 Nagercoil-Charlapalli Amrit Bharat Express
30	15673/15674 Charlapalli– Kamakhya Amrit Bharat Express
31	17065/17066 Charlapalli - Shalimar Amrit Bharat Express
32	22589/22590 Banaras- HadapsarAmrit Bharat Express
33	22111/22112 LokmanyaTilak(T)- Ayodhya Amrit Bharat Express
34	14663/14664 Amritsar- New Jalpaiguri Amrit Bharat Express
35	19725/19726 Khatipura- Darbhanga Amrit Bharat Express
36	11431/11432 Pune –Danapur Amrit Bharat Express

Special Trains

IR also operates Special train services during festivals, holidays, etc. to cater

to the extra needs of passengers and supplement the accommodation available by regular services.

Accordingly, the number of Special trains operated across the Indian Railways network, to facilitate the passengers during Summer/winter vacations, festivals like Holi, Durga Puja, Diwali, Chhath, Christmas, Sabrimala, Id-ul-fitr etc. are as below:

Year	**No. of trips**
2023-24	~40,500
2024-25	~85,400
2025-26	~80,500

The measures taken by the Government to ensure functional lights and mobile charging points are as under: -

i. It is ensured that 100% of lights and mobile charging points in coaches are functional before placing the rakes on platforms.

ii. Lights of the coaches are switched on from nominated stations.

iii. In case of receipt of passengers' complaints, action is taken to address not only complaints there and then itself but also to reduce them further.

iv. Special Drives like Summer and Pre-Monsoon Drives are conducted to ensure that preventive measures are taken well in time and to avoid occurrence of faults/failures in electrical equipments.

v. Name and mobile number of divisional control and concerned staff are

displayed at prominent locations of coaches for quick assistance and disposal of complaints.

Indian Railway (IR) makes every endeavour to maintain availability of water in toilets. Regular water filling in overhead tanks of coaches is ensured before train departure at maintenance depots as well as at en-route nominated watering stations.

To improve overall passenger experience, Railways has launched RailOne App on 01.07.2025. The App can be downloaded from Android Play Store and Apple App Store. This App enables passengers to book reserved as well as unreserved tickets on mobile phone. This App combines all the public facing services of Indian Railways like reserved ticketing, unreserved ticketing and platform ticketing, train enquiry, PNR enquiry, Railmadad, etc. into a single platform. This, in effect, brings the Passenger reservation system facility to passenger's palm. Till date more than 4.55 crore downloads of this app have been done. On an average, about, 9.65 lakh tickets are being booked on the RailOne App Daily (2.75 lakh reserved and 6.89 lakh Unreserved). The passengers can book both reserved and unreserved tickets very conveniently using this app.

उत्तर प्रदेश में नवीकरणीय ऊर्जा योजनाओं का विस्तार

633. श्री जितेंद्र दोहरेः

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

(क) क्या सरकार इस बात से अवगत है कि उत्तर प्रदेश के इटावा लोक सभा निर्वाचन क्षेत्र में नवीन एवं नवीकरणीय ऊर्जा योजनाओं का अपेक्षित विस्तार नहीं हो पाया है;

(ख) गत तीन वर्षों के दौरान इटावा लोक सभा निर्वाचन क्षेत्र में प्रधानमंत्री सूर्य पर मुफ्त बिजली योजना, प्रधानमंत्री किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान (पीएम-कुसुम), सोलर रूफटॉप सौर संस्थापना, सौर पंप तथा अन्य नवीकरणीय ऊर्जा योजनाओं के अंतर्गत स्वीकृत एवं स्थापित परियोजनाओं तथा उन पर किए गए व्यय का योजना-वार ब्यौरा क्या है;

(ग) क्या सरकार का विचार इटावा लोक सभा निर्वाचन क्षेत्र के ग्रामीण एवं दूरस्थ क्षेत्रों में ऊर्जा की उपलब्धता बढ़ाने हेतु अतिरिक्त मौर हाईमास्ट लाइटें, सौर स्ट्रीट लाइटें लगाने के लिए और अन्य सामुदायिक सौर ऊर्जा परियोजनाओं को स्वीकृति प्रदान करने का है; और

(घ) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण है?

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

(क) और (ख): नवीन और नवीकरणीय ऊर्जा मंत्रालय (एमएनआरई) उत्तर प्रदेश के इटावा लोकसभा निर्वाचन क्षेत्र सहित देश भर में राज्य कार्यान्वयन एजेंसियों द्वारा विभिन्न योजनाओं/कार्यक्रमों का कार्यान्वयन कर रहा है।

पीएम सूर्य घर: मुफ्त बिजली योजना (PMSG:MBY) और पीएम किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान (PM: KUSUM) योजना मांग संचालित योजनाएं हैं, जिसमें कोई राज्य-वार आवंटन नहीं किया जाता है।

PMSG:MBY के तहत, फरवरी 2024 में इसके शुभारंभ के बाद से, कुल 17,929 आवेदन प्राप्त हुए हैं और 11,364 आरटीएस प्रणाली स्थापित की गई हैं, जिससे 11,364 परिवार लाभान्वित हुए हैं, और इटावा लोकसभा क्षेत्र को शामिल करते हुए, राज्यों को दिनांक 20.07.2026 की स्थिति के अनुसार योजना के लाभार्थियों को केंद्रीय वित्तीय सहायता (सीएफए) के रूप में 78.27

करोड़ रुपये की राशि वितरित की गई है।

उत्तर प्रदेश राज्य की राज्य कार्यान्वयन एजेंसियों द्वारा दी गई सूचना के अनुसार, प्राप्त मांग और एमएनआरई द्वारा जारी स्वीकृतियों के आधार पर, पिछले तीन वर्षों के दौरान उत्तर प्रदेश के इटावा लोकसभा निर्वाचन क्षेत्र में पीएम कुसुम योजना के तहत कुल 414 कृषि पंपों का सौरीकरण किया गया है और 216.24 करोड़ रुपये की राशि जारी की गई है।

इसके अलावा, यूपीनेडा (UPNEDA) ने उत्तर प्रदेश के इटावा लोकसभा क्षेत्र में पिछले तीन वर्षों के दौरान 1933 किलोवाट क्षमता के सौर पीवी की स्थापना और 8.20 करोड़ रुपये के व्यय के साथ 19 सरकारी भवनों के सौरीकरण और 2.72 करोड़ रुपये के व्यय से 1320 सौर स्ट्रीट लाइटों की स्थापना की सूचना दी है।

(ग) और (घ): वर्तमान में, इटावा लोक सभा निर्वाचन क्षेत्र के ग्रामीण और दूरदराज के क्षेत्रों में ऊर्जा की उपलब्धता बढ़ाने के लिए सौर हाई मास्ट लाइट, सौर स्ट्रीट लाइट और अन्य सामुदायिक सौर ऊर्जा परियोजनाओं की स्थापना के लिए सहायता प्रदान करने के लिए एमएनआरई में कोई विशिष्ट योजना कार्यशील नहीं है।

संसद सदस्यों को पावती पत्र भेजना

634. श्री राजेश रंजन:

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

(क) क्या अधिकांश केंद्रीय मंत्रालय संसद सदस्यों द्वारा उनके संसदीय निर्वाचन क्षेत्रों और जनहित के मामलों के संबंध में भेजे गए पत्रों की प्राप्ति की पावती तक नहीं भेजते हैं और अधिकांश मामलों में कोई सार्थक उत्तर भी प्राप्त नहीं होता है;

(ख) यदि हां, तो क्या सरकार इसे संसद की गरिमा तथा निर्वाचित जनप्रतिनिधियों की संवैधानिक भूमिका के प्रतिकूल मानती हैं;

(ग) कार्मिक, लोक शिकायत एवं पेंशन मंत्रालय द्वारा 12 जनवरी, 2026 को जारी दिशा-निर्देशों के उपबंधों जिनमें 15 दिनों के भीतर प्राप्ति की पावती तथा उसके अगले 15 दिनों के भीतर उत्तर भेजने का प्रावधान है, का वर्तमान में अनुपालन करने वाले मंत्रालयों/विभागों की संख्या कितनी है तथा ऐसे अनुपालन की निगरानी के लिए क्या तंत्र स्थापित किया गया है; और

(घ) संसद सदस्यों के पत्रों का उत्तर देने के लिए निर्धारित समय-सीमा का उल्लंघन करने वाले मंत्रालयों/विभागों की जवाबदेही सुनिश्चित करने हेतु सरकार द्वारा कौन-से ठोस कदम उठाए जाने का विचार है?

कार्मिक, लोक शिकायत तथा पेंशन मंत्रालय में राज्य मंत्री तथा प्रधान मंत्री कार्यालय में राज्य मंत्री (डॉ. जितेन्द्र सिंह)

(क) से (घ): सरकार ने प्रशासन और संसद सदस्यों (एमपी) तथा राज्य विधानमंडलों (एसएल) के बीच सरकारी संव्यवहार में समुचित प्रक्रिया तथा प्रॉटोकोल के अनुपालन के लिए सभी मंत्रालयो/विभागों तथा राज्य सरकारों/संघ राज्य क्षेत्रों को संसद सदस्यों को पावती भेजने सहित विस्तृत दिशानिर्देश जारी किए हैं। कार्मिक और प्रशिक्षण विभाग के दिनांक 12.01.2026 के कार्यालय ज्ञापन के पैरा 4(VII) में उल्लिखित है कि “संसद सदस्य, जनमानस, किसी मान्यता प्राप्त संघ अथवा सार्वजनिक निकाय से प्राप्त प्रत्येक पत्र की पावती, 15 दिनों के भीतर भेजी जाएगी तथा पावती भेजे जाने के अगले 15 दिनों के भीतर उत्तर भेजा जाएगा।”

इन दिशानिर्देशों को सभी राज्य सरकारों के सरकारी पदाधिकारियों को माननीय सदस्यों के साथ संव्यवहार करते समय उनके कर्त्तव्यों एवं देयताओं के संदर्भ में संवेदनशील बनाने हेतु समय-समय पर दोहराया गया है।

तथापि, लोक सभा सचिवालय और राज्य सभा सचिवालय के जरिए प्रोटोकॉल के अननुपालन के संदर्भ में संसद सदस्यों से प्राप्त किसी भी शिकायत की जांच की जाती है और संबंधित प्राधिकारियों/राज्य सरकारों से तथ्यात्मक रिपोर्टें मंगवाई जाती हैं। विधिवत अनुमोदन के उपरांत, इन रिपोर्टों को लोक सभा/राज्य सभा सचिवालय भेजा जाता है।

DEVELOPMENT OF KOLLAM RAILWAY STATION

635. SHRI N K PREMACHANDRAN:

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

(a) whether the Government proposes to complete the railway development works in a time-bound manner and if so, the details thereof;

(b) the present status of development work of Kollam Railway Station and the percentage of works completed, physical progress, financial progress and proposed date of completion;

(c) whether the Government initiated action to complete the development of Railway Over Bridge (ROB) works in Kollam Lok Sabha Constituency and if so, the details thereof;

(d) whether the Government initiated action to construct the ROB at Kundara Pallimukku in a time-bound manner and if so, the details thereof; and

(e) whether the Government initiated timely action to give permission to construct a ROB at Valacode considering the black spot if so, the details of action taken thereon?

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

(a) to (e): **Keralam:**

Railway Budget:-

Budget allocation in the recent years has increased significantly. Budget

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

Period	Outlay
2009-14	₹ 372 crore/year
2026-27	₹3,795 crore (more than 10 times)

Projects Sanctioned:-

As on 01.04.2026, 09 projects (03 new line and 06 doubling) of 302 km length, costing ₹11,650 crore falling fully/partly in Keralam are sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned upto March, 2026 (in Km)	Total Exp. upto March, 2026 (₹ in Cr.)
New line	03	148	0	317
Doubling /multitracking	06	154	40	3,550
Total	09	302	40	3,867

Recently Completed Projects:-

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

State of Keralam are as under:

S.N	Project	Cost (₹ in Crores)
1	Dindigul - Palghat and Pollachi - Coimbatore gauge conversion (217 km)	1,360
2	Quilon- Tiruchendur gauge conversion (357 km)	1,122
3	Mulanturutti-Kuruppantara doubling (24 km)	303
4	Chenganur-Chingavanam doubling (27 km)	436
5	Ambalapuzha-Haripad doubling (18 km)	346
6	Kurruppanthara-Chingavanam doubling (27 km)	749

Ongoing Projects:-

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

S No.	Project	Cost (₹ in Crores)
1	Tirunnavaya –Guruvayur new line (35 km)	144
2	Angamali-Sabarimala new line (111 km)	3,801
3	Ernakulam-Kumbalam doubling (8 km)	808
4	Kumbalam - Thuravur Patch doubling (16 km)	1,172
5	Trivandrum- Kanyakumari doubling (87 km)	4,494

6	Alappuzha-Ambalapuzha doubling (13 km)	324
7	Turavur - Mararikulam doubling (21 km)	451
8	Mararikulam-Alappuzha doubling (11 km)	221

Execution of important infrastructure projects falling fully/partly in the State of Keralam are held up due to delay in land acquisition. Status of land acquisition in the State of Keralam is as under:

Total Land required for Projects in Keralam	618 ha
Land Acquired	78 ha (13%)
Balance Land to be acquired	540 ha (87%)

Railway had deposited ₹1,976 crore for land acquisition to Government of Keralam. Support of the Government of Keralam is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:-

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)	304	25	279
2.	Ernakulam – Kumbalam Patch doubling (8	4	3	1

	km)			
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.

Station Redevelopment:-

Ministry of Railways has identified Kollam Railway Station for redevelopment under Amrit Bharat Station Scheme. The works at Kollam station has been taken up at good pace.

At Kollam station, the works of service building, multi level car parking and parcel building have been completed. The works of 12 m wide foot over bridge, air concourse, north terminal building, south terminal building and platform upgradation have been taken up.

Amrit Bharat Station Scheme envisages development of stations on a continuous basis with a long-term approach. It involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

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

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

The scheme also envisages sustainable and environment friendly solutions, 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, 1340 stations have been identified for development under Amrit Bharat Station Scheme, out of which 35 stations including Kollam are located in Keralam. The names of stations identified for development under Amrit Bharat Station Scheme in Keralam are as following:

State	No.of Stations	Names of Stations
Keralam	35	Alappuzha , Angadippuram, Angamali For Kaladi, Chalakudi, Changanassery, Chengannur, Chirayinkeezh, Ernakulam, Ernakulam Town, Ettumanur, Ferok, Guruvayur ,Kannur, Kasargod, Kayankulam Jn, Kollam Jn, Kozhikode, Kuttippuram, Mavelikara, Neyyattinkara , Nilambur Road, Ottappalam, Parappanangadi, Payyanur, Punalur, Shoranur Jn., Thalassery, Thiruvananthapuram Central, Thrisur, Tirur, Tiruvalla, Tripunithura, Vadakara, Varkala Shivagiri, Wadakancheri

Completed Stations:

Development works at railway stations under Amrit Bharat Station Scheme in Keralam have been taken up at a good pace. The detail of stations where development works are completed in Keralam is as given below:

State	No. of Stations	Name of Stations
Keralam	16	Angamaly for Kaladi, Chalakudi, Changanassery, Chirayinkeezh, Ferok, Guruvayur, Kuttippuram, Mavelikara, Nilambur Road, Parappanangadi, Shoranur

		Jn., Thalassery, Tirur, Tripunithura, Vadakara, Wadakancheri

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

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 ‘Customer Amenities’. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. Kollam railway station falls under the jurisdiction of Southern Railway. For this zone, an allocation of ₹ 665 crore has been made for the financial year 2026-27, out of which an expenditure of ₹ 398 crore (upto June, 2026) has been incurred so far.

Development / Upgradation of stations is complex in nature involving safety of passengers and 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.

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

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

Period	ROBS/RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (131 Nos. in the State of Keralam)

As on 01.06.2026, 4,993 Nos. ROBS/ RUBs works are sanctioned at a cost of approx. ₹1,17,492 Cr. on Indian Railways including 145 Nos. ROBs/ RUBs works at a cost of approx. ₹24,786 Cr. in the state of Keralam which are at various stages of planning and execution.

In Kollam Lok Sabha Constituency, 11 Nos. ROBs/ RUBs works are ongoing at a cost of approx. ₹390 Cr in which are at various stages of planning and execution.

The construction of ROB at Kundara Pallimukku is in lieu of LC No.526 at Km.748/1-2 in between Ezhukone-Kundara stations in Kollam-Sengottai Section of Madurai Division was sanctioned at cost ₹37.24 Cr. on cost sharing basis. The General Arrangement Drawing (GAD) has been approved by Railways and land acquisition has been taken up.

The work for widening of the existing ROB No. 2134 at Valacode at Km 714/900-715/100 in between Edamon-Punalur section is being taken up by NHAI. The General Arrangement Drawing (GAD) has been taken up.

Completion and commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

MINORITY CONCENTRATED AREA DEVELOPMENT IN RAICHUR

636. SHRI G KUMAR NAIK:

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

(a) the details of minority-concentrated blocks, towns and wards identified in Raichur district under PMJVK and the socio-economic and basic amenity indicators on the basis of which they were selected;

(b) the status of access to secondary schools, PHCs, piped drinking water, household toilets, pucca roads and street lighting in such minority-concentrated areas of Raichur ward/taluk-wise;

(c) the details of the number of PMJVK projects sanctioned for Raichur since 2018 and those remaining incomplete, non-operational or abandoned along with the reasons therefor;

(d) the comparative position of minority-concentrated areas in Raichur vis-à-vis district averages on literacy, female literacy, school dropout rates, unemployment and housing deprivation; and

(e) the details of specific interventions proposed during the next three years to bridge these deficits in minority-concentrated areas of Raichur along with the timelines and budgetary allocations?

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

(a) to (c) Pradhan Mantri Jan Vikas Karyakram (PMJVK) is a Centrally Sponsored Scheme and one of the flagship programmes of the Ministry of Minority Affairs for creation of community infrastructure in Minority

Concentration Areas in sectors such as Health, Skill Development, Education, Women-centric Projects, Drinking Water and Sanitation, Sports, Renewable Energy, Tourism, Animal Husbandry and other community infrastructure.

As per the revised PMJVK Guidelines, the scheme is being implemented in all districts across the country. Under the revised guidelines, the States/UTs may propose infrastructure projects in identified areas where the concentration of minority population is more than 25% within a catchment area of a 15 km radius.

PMJVK is a demand-driven scheme. Projects under the Scheme are considered and approved based on proposals received from the respective State Governments/UT Administrations. The identification of project locations, including minority-concentrated blocks, towns, wards and villages, as well as assessment of local infrastructure gaps and socio-economic needs, is undertaken by the concerned State Government/UT Administration while formulating project proposals in accordance with the Scheme guidelines.

Accordingly, no separate list of minority-concentrated blocks, towns or wards in Raichur district, or ward/taluk-wise data on socio-economic and basic amenity indicators such as access to secondary schools, Primary Health Centres (PHCs), piped drinking water, household toilets, pucca roads and street lighting, is maintained centrally by the Ministry under PMJVK. The details of PMJVK projects approved for Raichur district, Karnataka since 2018, including their implementation status, are given at **STATEMENT.**

(d) and (e) The implementation, execution, operation, and maintenance of projects approved under the scheme are the responsibility of the respective State Governments/ Union Territory Administrations. Accordingly, the Ministry does not maintain or capture district-specific data regarding the comparative position of minority-concentrated areas in Raichur vis-à-vis district averages on literacy, female literacy, school dropout rates, unemployment, and housing deprivation. Further, the Ministry does not maintain information on State-specific interventions proposed during the next three years, including timelines and budgetary allocations, for bridging such deficits in minority-concentrated areas of Raichur.

As the execution, operation and maintenance of approved projects are the responsibility of the respective State Governments/Union Territory Administrations. No such data is captured by the Ministry.

STATEMENT

Status of projects approved for Raichur district, Karnataka from 2018 under PMJVK

(Rs. in Lakh)

Name of projects	No of units approved	Year of Approval	Total cost approved	Central share approved	No of units completed	No of units work in progress
Smart Classroom/ Computer Lab/ Teaching Aid in school	13	2018-19	45.37	27.22	13	-
Community Service Centre/ Sadbhav Mandap/ Community Hall	1	2019-20	140	84	1	-
School Buildings	4	2019-20	940	564	4	-
Anganwadi Centre	3	2020-21	22.5	13.5	3	-

Residential School	4	2023-24 2024-25	4380	2628	-	4
Grand Total	**25**		**5527.87**	**3316.72**	**21**	**4**

अंबेडकर नगर ज़िले से नई दिल्ली के लिए ट्रेन सेवा

637. श्री लालजी वर्मा:

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

(क) क्या वर्तमान में उत्तर प्रदेश के अंबेडकर नगर जिले से नई दिल्ली रेलवे स्टेशन के लिए कोई सीधी रेल सेवा उपलब्ध नहीं है, जिससे छात्रों, नौकरीपेशा व्यक्तियों, व्यापारियों, मरीजों तथा वरिष्ठ नागरिकों को असुविधा हो रही है;

(ख) क्या सरकार अंबेडकर नगर और नई दिल्ली के बीच सीधी कोई एक्सप्रेस अथवा सुपरफास्ट रेल सेवा प्रारंभ करने पर विचार कर रही है;

(ग) यदि हाँ, तो उक्त रेल सेवा प्रारंभ किए जाने की संभावित समय-सीमा क्या है; और

(घ) क्या सरकार ने इस प्रस्ताव से सुल्तानपुर, अमेठी तथा अयोध्या मंडलों सहित पूर्वांचल क्षेत्र के यात्रियों को होने वाले संभावित लाभ का कोई आकलन किया है?

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

(क) से (घ): चूंकि, रेल नेटवर्क जिले की सीमाओं के आर-पार फैला हुआ है, इसलिए नेटवर्क की आवश्यकता के अनुसार, ऐसी सीमाओं के आर-पार रेलगाड़िया शुरू की जाती है। उत्तर प्रदेश के

अंबेडकर नगर जिले में मुख्य रूप से अकबरपुर स्टेशन द्वारा सेवा प्रदान की जाती है, जो निम्नलिखित 05 जोड़ी रेल सेवाओं द्वारा दिल्ली से जुड़ा हुआ है:

क्र.सं.	गाड़ी सं. और नाम
1.	14017/14018 रक्सौल – आनंद विहार (टी) सद्भावना एक्सप्रेस
2.	15743/15744 बालुरघाट - बठिंडा फरक्का एक्सप्रेस
3.	15025/15026 मऊ - आनंद विहार (टी) एक्सप्रेस
4.	15115/15116 छपरा – दिल्ली लोकनायक एक्सप्रेस
5.	12225/12226 आजमगढ़ – दिल्ली कैफियत एक्सप्रेस

इसी प्रकार, सुल्तानपुर 78 रेल सेवाओं, अमेठी 50 रेल सेवाओं तथा अयोध्या 94 रेल सेवाओं द्वारा सेवित है। इन स्टेशनों की सेवित करने वाली रेलगाड़ियों की सूची निम्नानुसार है:

सुल्तानपुर स्टेशन को सेवित करने वाली रेलगाड़ियों की सूची

क्र.सं.	रेलगाड़ी संख्या एवं नाम
1	12143 लोकमान्य तिलक (टर्मिनस)-सुल्तानपुर एक्सप्रेस
2	12144 सुल्तानपुर-लोकमान्य तिलक (टर्मिनस) एक्सप्रेस
3	12237 वाराणसी-जम्मू तवी एक्सप्रेस
4	12238 जम्मू तवी-वाराणसी एक्सप्रेस
5	12317 कोलकाता-अमृतसर एक्सप्रेस
6	12318 अमृतसर-कोलकाता एक्सप्रेस
7	12391 राजगीर-नई दिल्ली एक्सप्रेस
8	12392 नई दिल्ली-राजगीर एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
9	12527 छपरा-आनंद विहार (टर्मिनस) एक्सप्रेस
10	12528 आनंद विहार (टर्मिनस)-छपरा एक्सप्रेस
11	13035 हावड़ा-देहरादून एक्सप्रेस
12	13036 देहरादून-हावड़ा एक्सप्रेस
13	13037 हावड़ा-देहरादून एक्सप्रेस
14	13038 देहरादून-हावड़ा एक्सप्रेस
15	13041 हावड़ा-जम्मू तवी एक्सप्रेस
16	13042 जम्मू तवी-हावड़ा एक्सप्रेस
17	13065 हावड़ा-आनंद विहार (टर्मिनस) एक्सप्रेस
18	13066 आनंद विहार (टर्मिनस)-हावड़ा एक्सप्रेस
19	13239 पटना-कोटा एक्सप्रेस
20	13240 कोटा-पटना एक्सप्रेस
21	14007 रक्सौल-आनंद विहार (टर्मिनस) एक्सप्रेस
22	14008 आनंद विहार (टर्मिनस)-रक्सौल एक्सप्रेस
23	14013 सुल्तानपुर-आनंद विहार (टर्मिनस) एक्सप्रेस
24	14014 आनंद विहार (टर्मिनस)-सुल्तानपुर एक्सप्रेस
25	14015 रक्सौल-आनंद विहार (टर्मिनस) एक्सप्रेस
26	14016 आनंद विहार (टर्मिनस)-रक्सौल एक्सप्रेस
27	14231 प्रयागराज संगम-बस्ती एक्सप्रेस
28	14232 बस्ती-प्रयागराज संगम एक्सप्रेस
29	14233 प्रयागराज संगम-मनकापुर एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
30	14234 मनकापुर-प्रयागराज संगम एक्सप्रेस
31	14261 गया-लखनऊ एक्सप्रेस
32	14262 लखनऊ-गया एक्सप्रेस
33	14523 बरौनी-अंबाला कैंट एक्सप्रेस
34	14524 अंबाला कैंट-बरौनी एक्सप्रेस
35	14611 गाजीपुर सिटी-श्री माता वैष्णो देवी कटड़ा एक्सप्रेस
36	14612 श्री माता वैष्णो देवी कटड़ा-गाजीपुर सिटी एक्सप्रेस
37	14863 वाराणसी सिटी-जोधपुर एक्सप्रेस
38	14864 जोधपुर-वाराणसी सिटी एक्सप्रेस
39	15733 बालुरघाट-बठिंडा एक्सप्रेस
40	15734 बठिंडा-बालुरघाट एक्सप्रेस
41	18205 दुर्ग-नौतनवां एक्सप्रेस
42	18206 नौतनवां-दुर्ग एक्सप्रेस
43	19305 डॉ. अंबेडकर नगर-कामाख्या एक्सप्रेस
44	19306 कामाख्या-डॉ. अंबेडकर नगर एक्सप्रेस
45	19313 इंदौर-पटना एक्सप्रेस
46	19314 पटना-इंदौर एक्सप्रेस
47	19669 उदयपुर सिटी-पाटलिपुत्र एक्सप्रेस
48	19670 पाटलिपुत्र-उदयपुर सिटी एक्सप्रेस
49	20401 वाराणसी-लखनऊ एक्सप्रेस
50	20402 लखनऊ-वाराणसी एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
51	20413 वाराणसी-इंदौर एक्सप्रेस
52	20414 इंदौर-वाराणसी एक्सप्रेस
53	20939 साबरमती-सुल्तानपुर एक्सप्रेस
54	20940 सुल्तानपुर-साबरमती एक्सप्रेस
55	20963 साबरमती-वाराणसी एक्सप्रेस
56	20964 वाराणसी-साबरमती एक्सप्रेस
57	22111 लोकमान्य तिलक (टर्मिनस)-अयोध्या कैंट एक्सप्रेस
58	22112 अयोध्या कैंट-लोकमान्य तिलक (टर्मिनस) एक्सप्रेस
59	22129 लोकमान्य तिलक (टर्मिनस)-अयोध्या कैंट एक्सप्रेस
60	22130 अयोध्या कैंट-लोकमान्य तिलक (टर्मिनस) एक्सप्रेस
61	22183 लोकमान्य तिलक (टर्मिनस)-अयोध्या कैंट एक्सप्रेस
62	22184 अयोध्या कैंट-लोकमान्य तिलक (टर्मिनस) एक्सप्रेस
63	22355 पाटलिपुत्र-चंडीगढ़ एक्सप्रेस
64	22356 चंडीगढ़-पाटलिपुत्र एक्सप्रेस
65	22417 वाराणसी-नई दिल्ली एक्सप्रेस
66	22418 नई दिल्ली-वाराणसी एक्सप्रेस
67	22419 गाजीपुर सिटी-आनंद विहार (टर्मिनस) एक्सप्रेस
68	22420 आनंद विहार (टर्मिनस)-गाजीपुर सिटी एक्सप्रेस
69	22539 मऊ-आनंद विहार (टर्मिनस) एक्सप्रेस
70	22540 आनंद विहार (टर्मिनस)-मऊ एक्सप्रेस
71	22583 छपरा-लोकमान्य तिलक (टर्मिनस) एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
72	22584 लोकमान्य तिलक (टर्मिनस)-छपरा एक्सप्रेस
73	54263 वाराणसी-सुल्तानपुर पैसेंजर
74	54264 सुल्तानपुर-वाराणसी पैसेंजर
75	64221 प्रयागराज संगम-अयोध्या कैंट मेमू
76	64222 अयोध्या कैंट-प्रयागराज संगम मेमू
77	64281 शिवपुर-उतरेटिया मेमू
78	64282 उतरेटिया-शिवपुर मेमू

अमेठी स्टेशन को सेवित करने वाली रेलगाड़ियों की सूची

क्र.सं.	रेलगाड़ी संख्या एवं नाम
1	12173 लोकमान्य तिलक (टर्मिनस)-मां बेल्हा देवी धाम प्रतापगढ़ एक्सप्रेस
2	12174 मां बेल्हा देवी धाम प्रतापगढ़-लोकमान्य तिलक (टर्मिनस) एक्सप्रेस
3	12183 भोपाल-मां बेल्हा देवी धाम प्रतापगढ़ एक्सप्रेस
4	12184 मां बेल्हा देवी धाम प्रतापगढ़-भोपाल एक्सप्रेस
5	12353 हावड़ा-लालकुआं एक्सप्रेस
6	12354 लालकुआं-हावड़ा एक्सप्रेस
7	12355 पटना-जम्मू तवी एक्सप्रेस
8	12356 जम्मू तवी-पटना एक्सप्रेस
9	12371 हावड़ा-बीकानेर एक्सप्रेस
10	12372 बीकानेर-हावड़ा एक्सप्रेस
11	12539 यशवंतपुर-लखनऊ एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
12	12540 लखनऊ-यशवंतपुर एक्सप्रेस
13	12875 पुरी-आनंद विहार (टर्मिनस) एक्सप्रेस
14	12876 आनंद विहार (टर्मिनस)-पुरी एक्सप्रेस
15	13005 हावड़ा-अमृतसर एक्सप्रेस
16	13006 अमृतसर-हावड़ा एक्सप्रेस
17	13167 कोलकाता-आगरा कैंट एक्सप्रेस
18	13168 आगरा कैंट-कोलकाता एक्सप्रेस
19	13257 दानापुर-आनंद विहार (टर्मिनस) एक्सप्रेस
20	13258 आनंद विहार (टर्मिनस)-दानापुर एक्सप्रेस
21	13429 मालदा टाउन-आनंद विहार (टर्मिनस) एक्सप्रेस
22	13430 आनंद विहार (टर्मिनस)-मालदा टाउन एक्सप्रेस
23	14003 मालदा टाउन-नई दिल्ली एक्सप्रेस
24	14004 नई दिल्ली-मालदा टाउन एक्सप्रेस
25	14123 मां बेल्हा देवी धाम प्रतापगढ़-कानपुर सेंट्रल एक्सप्रेस
26	14124 कानपुर सेंट्रल-मां बेल्हा देवी धाम प्रतापगढ़ एक्सप्रेस
27	14201 जौनपुर-रायबरेली एक्सप्रेस
28	14202 रायबरेली-जौनपुर एक्सप्रेस
29	14207 मां बेल्हा देवी धाम प्रतापगढ़-दिल्ली एक्सप्रेस
30	14208 दिल्ली-मां बेल्हा देवी धाम प्रतापगढ़ एक्सप्रेस
31	14229 प्रयागराज संगम-योग नगरी ऋषिकेश एक्सप्रेस
32	14230 योग नगरी ऋषिकेश-प्रयागराज संगम एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
33	14259 गया-लखनऊ एक्सप्रेस
34	14260 लखनऊ-गया एक्सप्रेस
35	14865 वाराणसी सिटी-जोधपुर एक्सप्रेस
36	14866 जोधपुर-वाराणसी सिटी एक्सप्रेस
37	15107 बनारस-लखनऊ एक्सप्रेस
38	15108 लखनऊ-बनारस एक्सप्रेस
39	15119 बनारस-देहरादून एक्सप्रेस
40	15120 देहरादून-बनारस एक्सप्रेस
41	15127 बनारस-नई दिल्ली एक्सप्रेस
42	15128 नई दिल्ली-बनारस एक्सप्रेस
43	22541 बनारस-आनंद विहार (टर्मिनस) एक्सप्रेस
44	22542 आनंद विहार (टर्मिनस)-बनारस एक्सप्रेस
45	22683 यशवंतपुर-लखनऊ एक्सप्रेस
46	22684 लखनऊ-यशवंतपुर एक्सप्रेस
47	24203 वाराणसी-लखनऊ एक्सप्रेस
48	24204 लखनऊ-वाराणसी एक्सप्रेस
49	54253 प्रयागराज संगम-लखनऊ पैसेंजर
50	54254 लखनऊ-प्रयागराज संगम पैसेंजर

अयोध्या स्टेशन को सेवित करने वाली रेलगाड़ियों की सूची:

क्र.सं.	रेलगाड़ी संख्या एवं नाम
1	12225 आजमगढ़-दिल्ली एक्सप्रेस
2	12226 दिल्ली-आजमगढ़ एक्सप्रेस
3	13009 हावड़ा-योग नगरी ऋषिकेश एक्सप्रेस
4	13010 योग नगरी ऋषिकेश-हावड़ा एक्सप्रेस
5	13151 कोलकाता टर्मिनल-जम्मू तवी एक्सप्रेस
6	13152 जम्मू तवी-कोलकाता टर्मिनल एक्सप्रेस
7	13237 पटना-कोटा एक्सप्रेस
8	13238 कोटा-पटना एक्सप्रेस
9	13307 धनबाद-फिरोजपुर कैंट एक्सप्रेस
10	13308 फिरोजपुर कैंट-धनबाद एक्सप्रेस
11	13435 मालदा टाउन-गोमती नगर एक्सप्रेस
12	13436 गोमती नगर-मालदा टाउन एक्सप्रेस
13	14017 रक्सौल-आनंद विहार (टर्मिनस) एक्सप्रेस
14	14018 आनंद विहार (टर्मिनस)-रक्सौल एक्सप्रेस
15	14021 पुरुलिया-आनंद विहार (टर्मिनस) एक्सप्रेस
16	14022 आनंद विहार (टर्मिनस)-पुरुलिया एक्सप्रेस
17	14205 अयोध्या कैंट-दिल्ली एक्सप्रेस
18	14206 दिल्ली-अयोध्या कैंट एक्सप्रेस
19	14225 वाराणसी-लखनऊ एक्सप्रेस
20	14226 लखनऊ-वाराणसी एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
21	14231 प्रयागराज संगम-बस्ती एक्सप्रेस
22	14232 बस्ती-प्रयागराज संगम एक्सप्रेस
23	14233 प्रयागराज संगम-मनकापुर एक्सप्रेस
24	14234 मनकापुर-प्रयागराज संगम एक्सप्रेस
25	14235 वाराणसी-बरेली एक्सप्रेस
26	14236 बरेली-वाराणसी एक्सप्रेस
27	14649 जयनगर-अमृतसर एक्सप्रेस
28	14650 अमृतसर-जयनगर एक्सप्रेस
29	14853 वाराणसी सिटी-जोधपुर एक्सप्रेस
30	14854 जोधपुर-वाराणसी सिटी एक्सप्रेस
31	15023 गोरखपुर-यशवंतपुर एक्सप्रेस
32	15024 यशवंतपुर-गोरखपुर एक्सप्रेस
33	15025 मऊ-आनंद विहार (टर्मिनस) एक्सप्रेस
34	15026 आनंद विहार (टर्मिनस)-मऊ एक्सप्रेस
35	15053 छपरा-गोमती नगर एक्सप्रेस
36	15054 गोमती नगर-छपरा एक्सप्रेस
37	15083 छपरा-फर्रुखाबाद एक्सप्रेस
38	15084 फर्रुखाबाद-छपरा एक्सप्रेस
39	15115 छपरा-दिल्ली एक्सप्रेस
40	15116 दिल्ली-छपरा एक्सप्रेस
41	15561 दरभंगा-गोमती नगर एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
42	15562 गोमती नगर-दरभंगा एक्सप्रेस
43	15623 भगत की कोठी-कामाख्या एक्सप्रेस
44	15624 कामाख्या-भगत की कोठी एक्सप्रेस
45	15635 ओखा-गुवाहाटी एक्सप्रेस
46	15636 गुवाहाटी-ओखा एक्सप्रेस
47	15667 गांधीधाम-कामाख्या एक्सप्रेस
48	15668 कामाख्या-गांधीधाम एक्सप्रेस
49	15715 किशनगंज-अजमेर एक्सप्रेस
50	15716 अजमेर-किशनगंज एक्सप्रेस
51	15743 बालुरघाट-बठिंडा एक्सप्रेस
52	15744 बठिंडा-बालुरघाट एक्सप्रेस
53	15933 न्यू तिनसुकिया-अमृतसर एक्सप्रेस
54	15934 अमृतसर-न्यू तिनसुकिया एक्सप्रेस
55	15949 डिब्रूगढ़-गोमती नगर एक्सप्रेस
56	15950 गोमती नगर-डिब्रूगढ़ एक्सप्रेस
57	18103 टाटानगर-अमृतसर एक्सप्रेस
58	18104 अमृतसर-टाटानगर एक्सप्रेस
59	18205 दुर्ग-नौतनवां एक्सप्रेस
60	18206 नौतनवां-दुर्ग एक्सप्रेस
61	19053 सूरत-मुजफ्फरपुर एक्सप्रेस
62	19054 मुजफ्फरपुर-सूरत एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
63	19165 अहमदाबाद-दरभंगा एक्सप्रेस
64	19166 दरभंगा-अहमदाबाद एक्सप्रेस
65	19167 अहमदाबाद-वाराणसी सिटी एक्सप्रेस
66	19168 वाराणसी सिटी-अहमदाबाद एक्सप्रेस
67	19201 भावनगर-अयोध्या कैंट एक्सप्रेस
68	19202 अयोध्या कैंट-भावनगर एक्सप्रेस
69	19321 इंदौर-पटना एक्सप्रेस
70	19322 पटना-इंदौर एक्सप्रेस
71	19615 उदयपुर सिटी-कामाख्या एक्सप्रेस
72	19616 कामाख्या-उदयपुर सिटी एक्सप्रेस
73	22103 लोकमान्य तिलक (टर्मिनस)-अयोध्या कैंट एक्सप्रेस
74	22104 अयोध्या कैंट-लोकमान्य तिलक (टर्मिनस) एक्सप्रेस
75	22111 लोकमान्य तिलक (टर्मिनस)-अयोध्या कैंट एक्सप्रेस
76	22112 अयोध्या कैंट-लोकमान्य तिलक (टर्मिनस) एक्सप्रेस
77	22129 लोकमान्य तिलक (टर्मिनस)-अयोध्या कैंट एक्सप्रेस
78	22130 अयोध्या कैंट-लोकमान्य तिलक (टर्मिनस) एक्सप्रेस
79	22183 लोकमान्य तिलक (टर्मिनस)-अयोध्या कैंट एक्सप्रेस
80	22184 अयोध्या कैंट-लोकमान्य तिलक (टर्मिनस) एक्सप्रेस
81	22425 अयोध्या कैंट-आनंद विहार (टर्मिनस) एक्सप्रेस
82	22426 आनंद विहार (टर्मिनस)-अयोध्या कैंट एक्सप्रेस
83	22583 छपरा-लोकमान्य तिलक (टर्मिनस) एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
84	22584 लोकमान्य तिलक (टर्मिनस)-छपरा एक्सप्रेस
85	22613 रामेश्वरम-अयोध्या कैंट एक्सप्रेस
86	22614 अयोध्या कैंट-रामेश्वरम एक्सप्रेस
87	64215 अयोध्या कैंट-लखनऊ मेमू
88	64216 लखनऊ-अयोध्या कैंट मेमू
89	64217 मनकापुर-अयोध्या कैंट मेमू
90	64218 अयोध्या कैंट-मनकापुर मेमू
91	64219 मनकापुर-अयोध्या कैंट मेमू
92	64220 अयोध्या कैंट-मनकापुर मेमू
93	64221 प्रयागराज संगम-अयोध्या कैंट मेमू
94	64222 अयोध्या कैंट-प्रयागराज संगम मेमू

इसके अलावा, नई रेल सेवाएं शुरू करना एक निरंतर चलने वाली प्रक्रिया है, जो विभिन्न कारकों पर निर्भर करता है, जिनमें निम्नलिखित शामिल है:

- संबंधित खंड की क्षमता
- पथ की उपलब्धता
- अपेक्षित चल स्टॉक की उपलब्धता
- चल स्टॉक के लिए समान अवसंरचना की उपलब्धता
- रेलपथ और अन्य परिसंपत्तियों की अनुरक्षण आवश्यकता
- खंड का अधिभोग और यातायात आवश्यकता

RESUMPTION OF PENDING RAILWAY PROJECTS

638. SHRI ISHA KHAN CHOUDHURY:

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

(a) whether the Government earlier reply confirming financial sanction of hundred crore under hundred percent Railway funding for the Railway Overbridge (ROB) at Khalitpur in lieu of LC Gate No. 49/SPL at Kaliachak to Mothabari block road, Malda, construction has not yet commenced and if so, the details thereof including the timeline; and

(b) whether the “Special Class” ROB (TVU more than 4 Lakhs) at Samsi, Ratua 1 Block Level Crossing No. 101, sanctioned in the Railway Budget 2011-12 and the foundation stone was laid in 2013 is still pending and if so, the details thereof including the reasons therefor and the timeline fixed for commencement and completion of Railway Overbridge?

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

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

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

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (547 Nos. in the State of West Bengal)

As on 01.06.2026, 4,993 Nos. ROBs/RUBs works are sanctioned at a cost of approx.₹ 1,17,492 Cr on Indian Railways including 363 Nos. ROBs/ RUBs works at a cost of approx. ₹ 8,060 Cr in the state of West Bengal which are at various stages of planning and execution.

The work for construction of ROB in lieu of LC No. 49/Spl between Khaltipur and Chamagram stations in Malda Division has been sanctioned on railway cost at a cost of ₹ 40 Cr approx. The work for Preparation of General Arrangement Drawing (GAD) has been taken up.

The work for construction of a Road Over Bridge (ROB) in lieu of Level Crossing (LC) No. NC-101 at Km 198/8-9 on the New Jalpaigudi–Malda Town section of Katihar Division was sanctioned during 2012-13 on a cost-sharing basis. The work was held up due to non-completion of land acquisition by State Govt. Subsequently, looking at the public interest, the work has been taken up at Railway cost. The work of General Arrangement Drawing (GAD) has been taken up.

Completion and commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of

LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

PM-KUSUM IN BIHAR

639. SHRI RAJIV PRATAP RUDY:

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

(a) the current status of implementation of Pradhan Mantri-Kisan Urja Suraksha evam Utthaan Mahabhiyaan (PM-KUSUM) under the three distinct operational components to achieve comprehensive agricultural de-dieselisation across the country;

(b) the total number of decentralized solar plants set up, off-grid solar pumps deployed and grid-connected pumps solarised across the country, State/UT-wise;

(c) the specific progress achieved, number of solar pumps commissioned and aggregate clean energy generated under these frameworks in the State of Bihar particularly in Saran;

(d) the structural specifications of the digital tools deployed including the centralized integration portal and Remote Monitoring Systems (RMS) to track

real-time generation parameters; and

(e) the measures taken by the Government to streamline central financial assistance releases and fast-track power purchase agreement executions between farmers and local power distribution companies?

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 PM-KUSUM scheme has been implemented with the objective to provide energy security, de-dieselisation of the agriculture sector and enhancing income of farmers. The installation of solar pumps under Component B of the scheme, has contributed towards replacement of diesel pumps and de-dieselization of the farm sector.

The implementation timeline of PM KUSUM scheme is extended till 31.03.2027 for all components of the scheme. The State/UT wise progress, including Bihar, under PM KUSUM is placed at **STATEMENT.**

(c) Based on the demand received from the State, total of 1,40,300 pumps are allocated for solarization under Component C (Feeder Level Solarization) to the state of Bihar. As reported by state implementing agencies (SIAs), total of 4570 pumps are solarized till 30.06.2026, out of which 702 pumps are solarized in Saran.

(d) To monitor solar assets under all different components of PM-KUSUM scheme, the Ministry has developed Centralized Solar Energy Data Management (SEDM) Platform supported by State-level Remote Monitoring

Systems (RMS). The structural specifications of the digital tools include:

- Three-tier Digital Architecture
- Remote Monitoring System (RMS)
- Communication Architecture
- Cyber Security Features
- Real-time Generation Parameters
- Centralized Integration Portal

(e)The Ministry has taken several proactive steps for accelerating the implementation of the scheme and release of CFA, which inter-alia includes:

- Simplification of scheme guidelines in January 2024
- Inclusion of all Components under Agriculture Infrastructure Fund for easy access to low cost financing to farmers
- Addressing land and other technical bottlenecks through, online portal development, creation of land bank, land lease rent etc.
- Regular reviews with SIAs to expedite the installation of sanctioned capacities and pumps across the country.
- Simplifications of formats for release of CFA
- Extending implementation timelines till March 2027.

STATEMENT

State/ UT-wise and Component wise progress under PM-KUSUM scheme

(as on 30.06.2026)

S. No.	State Name	Component-A (MW)		Component-B (Nos)		Component-C (Nos)				
		Sanctioned	Installed	Sanctioned	Installed	Sanctioned (IPS)	Installed (IPS)	Sanctioned (FLS)	Installed (FLS)	Installed (Total)
1	Arunachal Pradesh	0	0	700	699	0	0	0	0	0
2	Assam	2	0	4000	1595	0	0	0	0	0
3	Chhattisgarh	366	19	0	0	0	0	10523	0	0
4	Bihar	0	0	0	0	0	0	140300	4570	4570

5	Gujarat	175	0	22792	22787	0	0	467114	303256	303256
6	Goa	24	4	900	200	0	0	11000	700	700
7	Haryana	158	60.21	197655	194969	0	0	2899	0	0
8	Himachal Pradesh	100	100	1270	1103	0	0	0	0	0
9	Jammu and Kashmir	0	0	5000	4871	0	0	0	0	0
10	Jharkhand	0	0	86985	68787	0	0	0	0	0
11	Karnataka	0	0	41365	26806	0	0	763588	134375	134375
12	Kerala	0	0	8	8	9448	4063	22368	11809	15872
13	Ladakh	0	0	1400	265	0	0	0	0	0
14	Madhya Pradesh	1401	201.66	59400	24682	0	0	175000	62378	62378
15	Maharashtra	260	21	575000	551971	0	0	875000	875000	875000

16	Manipur	0	0	450	160	0	0	0	0	0
17	Meghalaya	0	0	2735	98	0	0	0	0	0
18	Mizoram	0	0	1700	592	0	0	0	0	0
19	Nagaland	0	0	265	265	0	0	0	0	0
20	Odisha	90	2	18441	15780	0	0	5223	0	0
21	Puducherry	0	0	72	0	0	0	0	0	0
22	Punjab	0	0	18048	17928	186	25	0	0	25
23	Rajasthan	5618	1236.05	134752	127639	2138	2138	400000	222853	224991
24	Tamil Nadu	3	3	5187	5186	0	0	0	0	0
25	Telangana	1797	79	7000	0	28000	0	0	0	0
26	Tripura	5	0	11114	9190	3600	1311	0	0	1311
27	Uttar Pradesh	1	1	107266	71538	12000	8281	370000	2117	10398
28	Uttarakhand	0	0	3685	2869	0	0	0	0	0
29	West Bengal	0	0	0	0	20	4	0	0	4

30	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0
31	Andhra Pradesh	0	0	0	0	0	0	293587	0	0
	Total	**10000**	**1726.92**	**1307190**	**1149988**	**55392**	**15822**	**3536602**	**1617058**	**1632880**

PROMOTION SCHEMES FOR INDEPENDENT AND REGIONAL FILM MAKERS

640. DR. AMOL RAMSING KOLHE:

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

(a) whether the Government has taken note that many film makers producing quality and content-driven films face difficulties relating to financing, high production costs, limited access to modern studios, post-production facilities and inadequate international marketing support;

(b) if so, whether these challenges have affected India's ability to secure greater recognition and awards at major international film festivals;

(c) if so, the details of film production, post-production and film city infrastructure available in Maharashtra particularly in Mumbai, Nashik and Pune;

(d) whether the Government proposes to provide financial assistance, incentives, co-production facilities and dedicated promotion schemes for independent and regional film makers in Maharashtra; and

(e) the steps taken by the Government to strengthen Maharashtra's film ecosystem and enhance the global competitiveness of Indian films at international film festivals and markets?

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): Under the Development, Communication and Dissemination of Filmic Content (DCDFC) Scheme, the Government provides financial assistance for the production of regional films. These initiatives benefit filmmakers across the country, including those from Maharashtra, and contribute to strengthening India's film ecosystem and enhancing its global competitiveness.

The Government has also undertaken several initiatives to strengthen the Indian film ecosystem and enhance the global outreach of Indian cinema. Through the National Film Development Corporation (NFDC), financial assistance is provided to such filmmakers.

To facilitate international promotion and market access, the Government supports the participation of Indian filmmakers at major international film festivals and film markets. The Ministry also collaborates with industry bodies such as The Federation of Indian Chambers of Commerce and Industry (FICCI) and International Chamber of Commerce (ICC) to promote Indian cinema and create opportunities for international partnerships.

In addition, financial assistance is provided to Indian Missions abroad for organising activities aimed at promoting Indian cinema and facilitating engagement between Indian and international film industries. Such initiatives include the WAVES Bazaar, Work-in-Progress Labs, Viewing Rooms, film markets, and programmes for facilitating international co-productions. These

platforms provide project development support, networking opportunities, and international market access to Indian Filmmakers.

Maharashtra continues to be one of the country's leading film production hubs, with world-class infrastructure and facilities. Dadasaheb Phalke Chitranagari (Film City), Goregaon is located in Mumbai. Institutes like the Film and Television Institute of India (FTII), Pune, and Indian Institute of Creative Technologies (IICT), Mumbai support capacity building of the sector. Apart from these, a wide network of production and post-production facilities by private sector is also functioning across Mumbai, Pune and Nashik.

To further examine the issues related to film sector, the Ministry of Information and Broadcasting has recently constituted a High-Level Study Group. Based on the report of this Group, further policy interventions will be formulated.

BUDGET ALLOCATION FOR BIHAR

641. SHRI SUDAMA PRASAD:

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

(a) whether it is a fact that Bihar has been allocated a railway budget of more than Rs.10,000 crore for the financial year 2026–27;

(b) if so, the district wise details of railway projects proposed to be undertaken from the said allocation indicating the project cost and last five years projects present stage and expected date of completion;

(c) the details of the amount of the allocated funds released and utilised during

the last five years along with the reasons for delay, if any, in the implementation of ongoing railway projects in the State, project-wise; and

(d) the details of the measures have been taken by the Government to ensure timely execution, transparency in expenditure, independent quality monitoring and employment generation for local youth through these railway infrastructure projects?

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

(a) to (d): Railway projects are surveyed/sanctioned/executed Zonal Railway wise and not State-wise /District wise as the Railway projects may span across State/district boundaries.

Railway Budget:

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects falling fully/partly in the Bihar is as under:-

Period	Outlay
2009-14	₹1,132 Cr./year
2026-27	₹10,379 Cr. (More than 9 times)

Track construction:

The details of commissioning/laying of new track falling fully/partly in the State of

Bihar is as under:-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	318 Km	63.6 Km/year
2014-26	2,034 Km	169.5 Km/year (More than 2.5 times)

Projects sanctioned:

As on 01.04.2026, 59 projects (32 New Lines, 01 Gauge Conversions and 26 Doubling), covering a total length of 5,067 km, costing ₹96,651 crore, falling fully/partly in Bihar are sanctioned. The summary is as under:-

Category	No of sanctioned Projects	Total Length (in Km)	Length Commissioned till Mar'26 (in Km)	Total Exp upto Mar'26 (₹ in Cr)
New Lines	32	2,616	533	14,806
Gauge Conversion	1	69	52	544
Doubling/Multi-tracking	26	2,382	465	14,509
Total	**59**	**5,067**	**1,050**	**29,860**

Recently completed projects:

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

SN.	Project	Cost (In Crores of Rs)
1	Patna bridge (28 Km)	3,310
2	Munger rail cum road Bridge (15 Km)	3,040
3	Kosi Bridge (22 Km)	863
4	Daniawan-Biharsharif new line (38 Km)	354
5	Chandan-Banka new line (40 Km)	496
6	Rampurhat-Mandarhill new line (130 Km)	908
7	Maharajganj-Masrakh new line (35 Km)	412
8	Rajgir-Tilaiya and Natesar-Islampur new line (67 Km)	726
9	Jaynagar-Narkatiaganj gauge conversion (260 Km)	967
10	Kaptanganj-Chhapra gauge conversion (234 Km)	819
11	Sakri-Nirmali, Saharasa-Forbesganj gauge conversion (206 Km)	2,113
12	Mansi-Saharsa, Saharsa-Purnia, Banmakhi- Bihariganj gauge conversion (169 Km)	752
13	Sahibganj-Pirpainti doubling (23 Km)	129
14	Maheshkunt-Thanabihpur doubling (32 Km)	115
15	Hajipur-Ramdayalu Nagar doubling (48 Km)	367

16	Pirpainti-Bhagalpur doubling (51 Km)	493
17	Kiul-Gaya doubling (124 Km)	2,462
18	Hajipur-Bachwara doubling (72 Km)	930
19	Araria-Galgalia (Thakurganj) new line (110 Km)	2,132
20	Samastipur-Darbhanga Doubling (38 Km)	874

Ongoing projects:

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

SN.	Project	Cost (Rs. in Cr.)
1	Sakri-Hasanpur new line (76 Km)	802
2	Fatuha-Islampur new line (167 Km)	3,158
3	Koderma-Tilaiya new line (65 Km)	2,287
4	Hajipur-Sagauli new line (151 Km)	2,820
5	Araria-Supaul new line (96 Km)	2,170
6	Kursela-Bihariganj new line (58 Km)	194
7	Pirpainti-Jassidih new line (97 Km)	2,700
8	Chhitauni-Tumkuhi Road new line (59 Km)	1,881
9	Jalalgarh-Kishanganj new line (51 Km)	407
10	Sitamarhi-Nirmali new line (189 Km)	2,833
11	Bihta-Aurangabad new line (120 Km)	3,606

12	Gaya-Chatra and Gaya-Natesar new line (135 Km)	4,543
13	Sultanganj-Katuria new line (77 Km)	291
14	Jaynagar-Bijalpura Gauge conversion (69 Km)	900
15	Dhanbad-Sonnagar 3rd line (291 Km)	7,906
16	Sagauli-Valmikinagar Doubling (110 Km)	1,456
17	Muzaffarpur-Sugauli Doubling (101 Km)	1,745
18	Barauni-Bachwara 3rd and 4th line (32 Km)	486
19	Narkatiaganj-Darbhanga, Sitamarhi-Muzaffarpur doubling (256 Km)	4,080
20	Chhapra-Ballia Patch Doubling (65 Km)	1,046
21	Katihar-Kumedpur and Katihar-Mukuria Doubling (65 Km)	943
22	Son Nagar-Andal Multitracking (749 Km)	12,334
23	Punarakh- Bhaktiyarpur New 4th line and balance 3rd line (28 Km)	422
24	Aluabari Road-Thakurganj Doubling (20 Km)	327
25	Bhagalpur-Jamalpur 3rd line (53 Km)	1,156
26	Bhagalpur-Dumka-Rampurhat doubling (177 Km)	3,169
27	Bakhtiyarpur-Rajgir-Tilaiya doubling (104 Km)	2,192
28	Bakthiyarpur-Fatuha 3rd and 4th line (24 Km)	931
29	Punarakh-Kiul 3rd and 4th line (50 Km)	2,668
30	Kiul-Jhajha 3rd Line (54 Km)	962

31	Mansi-Saharsa doubling (44 Km)	499

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

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.

Completion of Railway projects/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.

UMEED PORTAL FOR REGISTRATION OF WAQF PROPERTIES

642. **SHRIMATI SAJDA AHMED**

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

(a) whether the registration of Waqf properties on the UMEED portal has been completed across the country;

(b) if so, the details of total Waqf properties registered and those left out due to technical or other reasons, State/UT-wise;

(c) whether legal ownership, protection and administrative rights of Waqf properties registered on the portal have been formally recognized;

(d) if so, the details of legal framework or notifications issued in this regard; and

(e) the steps taken to resolve pending/left-out registrations and ensure complete digitization and transparency of Waqf records?

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

(a) and (b): As per Section 3B(1) of the UMEED Act, 1995, every waqf registered under this Act, prior to the commencement of the Act, shall file the details of the waqf and the property dedicated to the waqf on the portal and database, within a period of six months, with a provision for further extension of up to six months by the Waqf Tribunal on sufficient cause being shown by

the mutawalli.

As on 17.07.2026, total 7,99,978 waqf properties have been initiated for uploading on the UMEED Central Portal–2025. Out of these, 6,17,102 waqf properties have been validated and approved by the approver, 91,623 number of waqf properties pending at various stages of uploading, while 91,253 properties have been rejected during verification. The number of waqf properties, state-wise available at various stages of Maker, Checker and Approver are available in public domain on the UMEED Central Portal- 2025, i.e., umeed.minorityaffairs.gov.in.

(c) and (d): The UMEED Central Portal-2025 is a statutory portal developed in accordance with Section 3(ka) the UMEED Act, 1995, for uploading and managing entire lifecycle of waqf properties including registration, verification, survey by the Collector, mutation, annual account audit etc.

(e) As the statutory remedy available under the Act, further extensions were granted to the State/UT Waqf Boards by the concerned Hon’ble Waqf Tribunals/Courts after expiry of initial six months. Ministry has facilitated by reopening the UMEED Central Portal-2025 for those State/UT Waqf Boards who have been granted further extension by the concerned Hon’ble Waqf Tribunals or Courts for the purpose of uploading details of existing waqf and properties dedicated to waqf.

नरकटियागंज आकाशवाणी केंद्र का स्तरोन्नयन

643. श्री सुनील कुमारः

क्या **सूचना और प्रसारण** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार को बिहार के पश्चिम चंपारण जिले स्थित नरकटियागंज आकाशवाणी केंद्र, जो वर्तमान में अत्यंत छोटा है और जिसकी प्रसारण क्षमता बहुत कम है, को एक आधुनिक दीर्घ-परास (लॉन्ग रेंज) आकाशवाणी केंद्र में परिवर्तित करने का कोई प्रस्ताव प्राप्त हुआ है; और

(ख) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और इसके अनुमोदन की संभावित समय-सीमा क्या है?

सूचना और प्रसारण मंत्रालय में राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (डॉ. एल. मुरूगन):

(क) और (ख) : प्रसारण अवसंरचना एवं नेटवर्क विकास (बीआईएनडी) स्कीम, देश में दूरदर्शन और आकाशवाणी की प्रसारण अवसंरचना के विकास, आधुनिकीकरण और उन्नयन के लिए एक केंद्रीय क्षेत्र की स्कीम है। बीआईएनडी स्कीम को वर्ष 2021-26 के लिए कुल ₹2539.61 करोड़ के परिव्यय के साथ अनुमोदित किया गया है। इस स्कीम को 31.03.2027 तक बढ़ा दिया गया है।

इस स्कीम में आकाशवाणी के ट्रांसमीटरों और स्टूडियो की स्थापना और आधुनिकीकरण, डीडी फ्री डिश डीटीएच प्लेटफार्म और डीडी टीवी चैनलों का विस्तार शामिल है। इसमें प्रोडक्शन और पारेषण सुविधाओं का उन्नयन भी शामिल है।

वर्ष 2021 में नरकटियागंज में 10 किलोवाट एफएम रिले स्टेशन चालू किया गया। बीआईएनडी स्कीम के अंतर्गत 100 मीटर का टावर लगाया गया है, जो पूर्ण क्षमता पर 50 किमी की रेडियल दूरी तक कवर करेगा।

इसके अतिरिक्त, ज़िला निवासी वैकल्पिक प्लेटफॉर्मों के माध्यम से दूरदर्शन और आकाशवाणी की सेवाओं का उपयोग कर सकते हैं। प्रसार भारती की फ्री-टू-एयर डीटीएच सेवा, डीडी फ्री डिश,

बिना किसी सदस्यता शुल्क के सभी दूरदर्शन चैनल और 48 आकाशवाणी चैनल प्रसारित करती है। न्यूजऑनएआईआर मोबाइल ऐप पर 260 से अधिक आकाशवाणी चैनल उपलब्ध हैं। दूरदर्शन और आकाशवाणी के चैनल वेव्स ओटीटी प्लेटफ़ॉर्म पर भी उपलब्ध हैं।

ASPIRATIONAL BLOCKS PROGRAMME IN BIHAR

644. **SHRI RAJA RAM SINGH:**

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

(a) whether the Government has undertaken a comprehensive review of the implementation of the Aspirational Blocks Programme in Bihar and if so, the details of such assessment;

(b) the details of Key Performance Indicators achieved in health, education, agriculture and infrastructure in Bihar, from the date of its commencement, Block-wise;

(c) the details of the number of blocks that have failed to meet annual targets and the reasons therefor; and

(d) the details of corrective measures proposed to correct regional development gaps?

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 Aspirational Blocks Programme (ABP) monitors all Aspirational

Blocks on a quarterly basis through a Delta Ranking method across 40 Key Performance Indicators (KPIs). These indicators fall under crucial sectors of Health and Nutrition, Education, Agriculture and Allied Sectors, Social Development, and Basic Infrastructure. The progress of all 513 Aspirational Blocks including those in the State of Bihar on all indicators is monitored and the performance data is publicly accessible via the Champions of Change Dashboard (https://abp.championsofchange.gov.in/).

(b) The details of KPIs of all 61 Aspirational Blocks of Bihar are available at Champions of Change Dashboard (https://abp.championsofchange.gov.in/).

(c) There are no specific annual targets under the Aspirational Blocks Programme (ABP), however, the programme aims for saturation of indicators by continuous monitoring and supervision.

(d) Under the Aspirational Blocks Programme (ABP) focused interventions to improve in low-performing indicators along-with continuous monitoring and supervision and dissemination of best practices are undertaken to accelerate the socio-economic development of Aspirational Blocks and improve their performance.

बिहारशरीफ रेलवे स्टेशन पर कोच डिस्प्ले एवं ट्रेन संकेतक प्रणाली की व्यवस्था

645. श्री कौशलेन्द्र कुमार:

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

(क) क्या सरकार इस बात से अवगत है कि दानापुर मंडल के अंतर्गत बिहारशरीफ रेलवे

स्टेशन, राजगीर रेलवे स्टेशन और नालंदा जिले के अन्य रेलवे स्टेशनों पर कोच डिस्प्ले एवं ट्रेन संकेतक प्रणाली की व्यवस्था उपलब्ध नहीं है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या कोच डिस्प्ले एवं ट्रेन संकेतक प्रणाली के अभाव में यात्रियों, विशेषकर वरिष्ठ नागरिकों, महिलाओं और मरीजों को कठिनाइयों का सामना करना पड़ता है और कई बार उनकी ट्रेन छूट भी जाती है;

(ग) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(घ) इन स्टेशनों पर कोच डिस्प्ले एवं ट्रेन संकेतक प्रणाली कब तक उपलब्ध कराए जाने की संभावना है?

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

(क) से (घ): रेलवन जैसे मोबाइल एप्लिकेशन सहित कई माध्यमों पर प्लेटफार्मों पर रेलगाड़ी की स्थिति, आरक्षित गाड़ियों के डिब्बों की स्थिति और गाड़ियों के आगमन व प्रस्थान के समय की जानकारी उपलब्ध है। यात्रियों की सुविधा के लिए स्टेशनों पर उपलब्ध कोच गाइडेंस प्रणाली (सीजीएस) कोच इंडिकेशन बोर्ड (सीआईबी), ट्रेन इंडिकेशन बोर्ड (टीआईबी) और मानक संकेतों के अलावा, ये जानकारी स्थानीय स्तर पर सार्वजनिक उद्घोषणा प्रणाली के माध्यम से भी प्रसारित की जाती है।

रेल मंत्रालय ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास हेतु 'अमृत भारत स्टेशन योजना' शुरू की है।

इस योजना में भारतीय रेल के स्टेशनों के सुधार के लिए मास्टर प्लान तैयार करना और चरणबद्ध तरीके से उनका क्रियान्वयन करना शामिल है। प्रत्येक स्टेशन की आवश्यकताओं को ध्यान में रखते हुए मास्टर प्लान में निम्नलिखित शामिल हैं:

- स्टेशन 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/भूमिगत पैदल पार पथ का प्रावधान
- लिफ्ट/एस्केलेटर/रैंप का प्रावधान
- प्लेटफार्म की सतह में सुधार/ प्लेटफार्म पर शेल्टर का प्रावधान
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान
- पार्किंग क्षेत्र का विकास
- दिव्यांगजनों के लिए सुविधाएं
- ट्रेन इंडिकेशन बोर्ड, कोच इंडिकेशन बोर्ड, जैसी बेहतर यात्री सूचना प्रणाली
- एयर कॉन्कोर्स, एक्जीक्यूटिव लाउंज, मल्टीमॉडल एकीकरण, भूसुदर्शनीकरण आदि का प्रावधान

इस योजना में आवश्यकता, चरणबद्धता और व्यवहार्यता के अनुसार दीर्घकालिक और पर्यावरण अनुकूल समाधान आदि तथा दीर्घावधि में स्टेशन पर सिटी सेंटर के निर्माण की परिकल्पना भी की गई है।

अमृत भारत स्टेशन योजना के अंतर्गत विकास के लिए अब तक 1340 स्टेशनों की पहचान की गई है, जिनमें से नालंदा जिले के बिहार शरीफ और राजगीर स्टेशनों सहित 98 स्टेशन बिहार में स्थित हैं। बिहार में अमृत भारत स्टेशन योजना के तहत विकास के लिए चिन्हित किए गए स्टेशनों के नाम निम्नानुसार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
बिहार	98	अनुग्रह नारायण रोड, आरा, अररिया कोर्ट, बख्तियारपुर, बांका, बनमनखी, बापूधाम मोतिहारी, बड़हिया, बरौनी, बाढ़, बारसोई जंक्शन, बेगुसराय, बेतिया, भभुआ रोड, भागलपुर, भगवानपुर, बिहार शरीफ, बिहिया, बिक्रमगंज, बक्सर, चकिया, चौसा, छपरा, दलसिंह सराय, दरभंगा, दौरम मधेपुरा, डेहरी ऑन सोन, ढोली, दिघवारा, डुमरांव, दुर्गौती, एकमा, फतुहा, गया, घोड़ासहन, गुरारू, हाजीपुर जंक्शन, जमालपुर जंक्शन, जमुई, जनकपुर रोड, जयनगर, जहानाबाद, झंझारपुर, कहलगांव, करहगोला रोड, कटिहार, खगड़िया जंक्शन, किशनगंज, कुदरा, लाभा, लहेरिया सराय, लखमिनिया, लक्खीसराय, मधुबनी, महेशखूंट, मैरवा, मानसी जंक्शन, मसरख, मोकामा, मोतीपुर, मुंगेर, मुजफ्फरपुर, नबीनगर रोड, नरकटियागंज, नौगछिया, नवादा, पहाड़पुर, पाटलिपुत्र, पटना, पीरो, पीरपैंती, रफीगंज, रघुनाथपुर, राजेंद्र नगर, राजगीर, राम दयालु नगर, रक्सौल, सबौर, सगौली, सहरसा, साहिबपुर कमाल, सकरी, सलौना, सालमारी, समस्तीपुर, सासाराम, शाहपुर पटोरी, शिवनारायणपुर, सिमरी बख्तियारपुर, सिमुलतला, सीतामढ़ी, सीवान, सोनपुर जंक्शन, सुल्तानगंज, सुपौल, तारेगना, ठाकुरगंज, थावे

स्टेशन, जिनका कार्य पूरा कर लिया गया है:

बिहार में अमृत भारत स्टेशन योजना के अन्तर्गत रेलवे स्टेशनों पर विकास संबंधी निर्माण कार्य तेज गति से शुरु किए गए है। बिहार में जिन स्टेशनों का कार्य पूरा कर लिया गया है, उनका विवरण निम्नानुसार है:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
बिहार	8	बनमनखी, दौरम मधेपुरा, कहलगांव, पीरपैंती, सबौर, शिवनारायणपुर, सिमुलतला, थावे

अन्य स्टेशनों पर विकास की गतिविधियां भी तेज गति से शुरू की गई हैं और कुछ स्टेशनों की प्रगति का विवरण निम्नानुसार है

- बिहार शरीफ स्टेशन: नए स्टेशन भवन, नए 6 मीटर चौड़े ऊपरी पैदल पुल, मुख्य प्रवेश द्वार पर चाहरदीवारी, लिफ्ट, एस्केलेटर, परिसंचारी क्षेत्र और पार्किंग क्षेत्र के सुधार का निर्माण कार्य शुरू किया गया है।
- राजगीर स्टेशन: मुख्य प्रवेश द्वार की ओर स्टेशन भवन का निर्माण कार्य, नया 12 मीटर चौड़े ऊपरी पैदल पुल, लिफ्ट और एस्केलेटर, चाहरदीवारी, परिसंचारी क्षेत्र और पार्किंग क्षेत्र में सुधार का कार्य शुरू किया गया है।
- गया जंक्शन स्टेशन: दूसरे प्रवेश द्वार पर नए आगमन भवन का कार्य पूरा कर लिया गया है। दूसरे प्रवेश द्वार पर नए प्रस्थान भवन, मुख्य प्रवेश द्वार पर नए आगमन और प्रस्थान भवन, नया प्लेटफॉर्म नंबर 8, नए प्लेटफॉर्म शेल्टर, एयर कॉन्कोर्स और परिसंचारी क्षेत्र का सुधार संबंधी निर्माण कार्य शुरू किया गया है।
- लक्खीसराय जंक्शन स्टेशन: मुख्य प्रवेश द्वार पर नया स्टेशन भवन, ऊपरी पैदल पुल का विस्तार और परिसंचारी क्षेत्र में सुधार संबंधी निर्माण कार्य पूरा हो चुका है। मौजूदा ऊपरी पैदल पुल के लिए लिफ्ट संस्थापन का कार्य शुरू कर दिया गया है।
- अनुग्रह नारायण रोड स्टेशन: प्लेटफॉर्म संख्या 1/2 और 3/4 के विस्तार और प्लेटफार्म का सतहीकरण और नए शौचालय ब्लॉक का निर्माण कार्य पूरा हो गया है। स्टेशन भवन के

सुधार, परिसंचारी क्षेत्र, प्रवेश/निकास द्वार, नए पेयजल बूथ, प्लेटफॉर्म शेल्टर और नए 6 मीटर चौड़े ऊपरी पैदल पुल का सुधार संबंधी निर्माण कार्य शुरू किया गया है।

इसके अलावा, भारतीय रेल पर कोच इंडिकेशन बोर्ड, ट्रेन इंडिकेशन बोर्ड आदि के प्रावधान सहित स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण एक सतत और निरंतर चलने वाली प्रक्रिया है और इससे संबंधित निर्माण कार्य आवश्यकता, परस्पर प्राथमिकता और निधि की उपलब्धता के अध्यधीन किए जाते हैं। स्टेशन की कोटि/स्थिति/संभाले गए यातायात आदि के आधार पर स्टेशन का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण किया जाता है।

रेलवे स्टेशनों का विकास/उन्नयन जटिल प्रकृति का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए पेड़ों की कटाई, धरोहर, दमकल विभाग, विमानपत्तन स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। यह स्टेशन लंबे समय से परिचालित हैं, इसलिए 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, रेलपथ और उच्च वोल्टेज बिजली लाइनों के निकट किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों का सामना करना पड़ रहा है और ये कारक कार्य की प्रगति और समापन समय को प्रभावित करते है।

अमृत भारत स्टेशन योजना के अंतर्गत शामिल स्टेशनों के विकास/उन्नयन/आधुनिकीकरण को सामान्यत: योजना शीर्ष-53 'ग्राहक सुविधाएं' के अंतर्गत वित्तपोषित किया जाता है। योजना शीर्ष-53 के तहत आबंटन और व्यय का ब्यौरा क्षेत्रीय रेल कार्यालय-वार रखा जाता है न कि स्टेशन-वार अथवा राज्य-वार। बिहार राज्य चार रेल जोनों अर्थात पूर्व रेलवे, पूर्व मध्य रेलवे, पूर्वोत्तर रेलवे और पूर्वोत्तर सीमा रेलवे के क्षेत्राधिकार के अन्तर्गत आता है। इन जोनों के लिए वित्तीय वर्ष 2026-27 हेतु 1,543 करोड़ रुपये का आबंटन किया गया है, जिसमें से अब तक 677 करोड़ रुपए (जून, 2026 तक) का व्यय उपगत किया गया है।

WAVE ENERGY POLICY

646. **KUMARI SUDHA R**

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

(a) whether the country has a Wave energy policy to take advantage of the nation's coast stretching for more than 11,000 km and if so, the details thereof;

(b) the details of quantum of energy generated from ocean waves in the country during the last five years, State-wise;

(c) the details of the agency handling Wave energy for the nation along with the quantum of investment made in generating wave power;

(d) whether the Government has any plans to conduct a survey and invest in wave power project in the Mayiladuthurai Lok Sabha Constituency, Tamil Nadu and if so, the details thereof; and

(e) the details of modus operandi to request and establish a wave power agency and wave power infrastructure in Mayiladuthurai Lok Sabha Constituency?

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) As per the Allocation of Business Rules, the Ministry of New and Renewable Energy (MNRE) is the nodal Ministry responsible for the development of renewable sources of energy in the country.

Presently, MNRE has not issued a wave energy policy and there are no

commercial level wave energy plants operational in the country

(d) and(e) At this point of time, there is no proposal for conducting a survey. However, Indian Institute of Technology, Madras in association with Credit Rating Information Services of India Limited (CRISIL) conducted a study on "Tidal and Waves Energy in India: Survey on the Potential and Proposition of a Roadmap" in December 2014. As per this report, the estimated theoretical wave power potential in Tamil Nadu is 10,600 MW. Renewable Energy Research and Technology Development programme of MNRE has a provision to support Research and Development (R&D) projects in various form of Renewable Energy including wave energy based on feasibility and merit of the project.

PM GATI SHAKTI NATIONAL MASTER PLAN

647. SHRI SUKANTA KUMAR PANIGRAHI:

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

(a) whether the Government has accelerated railway modernisation under Kavach 4.0, PM Gati Shakti National Master Plan and the Union Budget 2026–27 to enhance rail safety, logistics efficiency and regional economic development and if so, the details thereof;

(b) the budget estimates, funds allocated, expenditure incurred and major railway projects sanctioned in Odisha during the last three years including new lines, electrification, line doubling, station redevelopment and Gati

Shakti Cargo Terminals, year-wise;

(c) the status of the proposed Gopalpur–Phulbani–Rairakhol railway line including survey, DPR, cost estimates, sanction and implementation timeline;

(d) whether AI-enabled signalling, Kavach 4.0, predictive maintenance and digital monitoring systems have been introduced in Odisha and if so, the details thereof; and

(e) whether additional railway infrastructure and logistics projects are proposed for Odisha during 2026–27 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): Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.

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

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

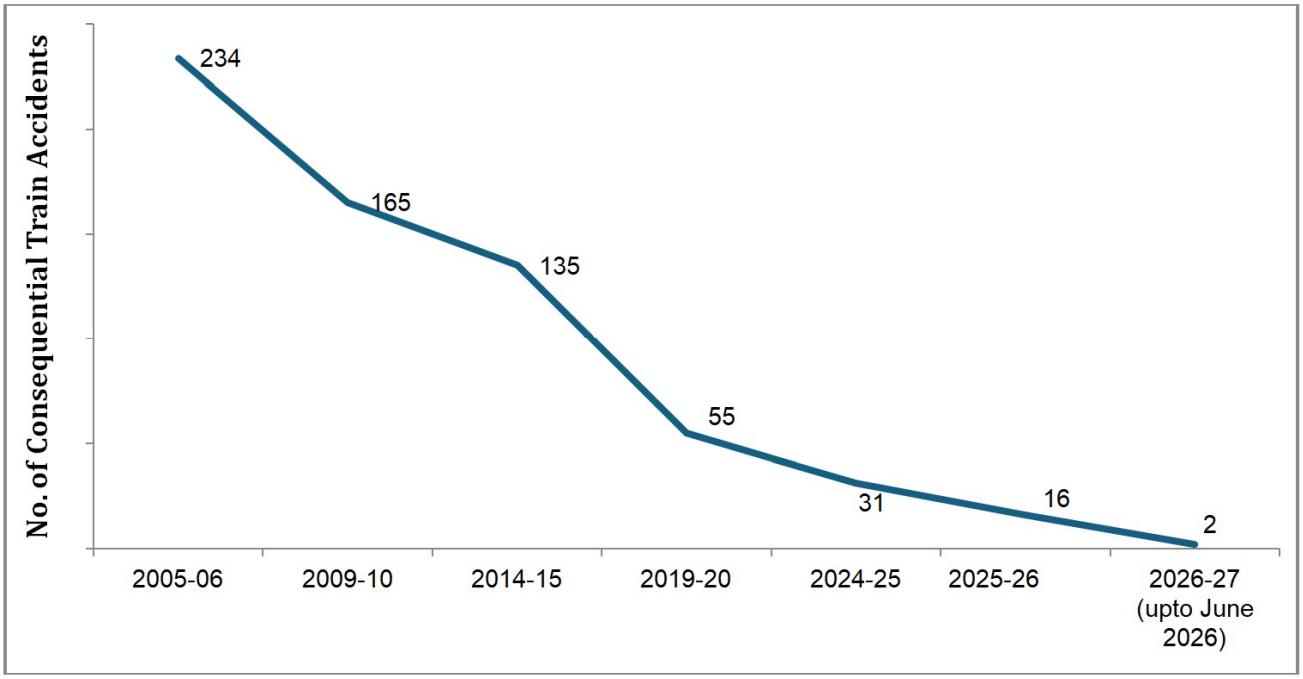
Another important index showing improvement in safety in train operations is Consequential Accident Index, the details of which are as under:-

Consequential Accident Index:-

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

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

$$\textbf{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers run}}$$



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

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

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

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,671 stations up to 30.06.2026 to reduce accidents due to human failure.

3. Interlocking of Level Crossing (LC) Gates has been provided at 10,395 Level Crossing Gates up to 30.06.2026 for enhancing safety at LC Gates.

4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,671 stations up to 30.06.2026.

5. Detailed instructions on issues related with safety of Signalling, e.g.

mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.

6. System of disconnection and reconnection for SandT 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 and Wagons) is undertaken to ensure safe train operations.

22. Replacement of conventional ICF design coaches with LHB design coaches is being done.

23. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.

24. Safety of Railway Bridges is ensured through regular inspection of

Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.

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

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

27. Regular counselling and training of staff is undertaken.

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

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

S.No.	Item	2004-05 to 2013-14	2014-15 to 2025-26	2014-26 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.63 Lakh Km	More than 2.8 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	87,219 Km	Nearly 9 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.26: 31,693 Nos.	352 times
5.	Thick Web Switches (Nos.)	Nil	35,971 Nos.	
	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	57,583 Km	1.78 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2.25 Crore	More than 2.8 times
3.	Weld failures (Nos.)	In 2013-14:	In 2025-26:	93 %

		3,699 Nos.	272 Nos.	reduction
4.	Rail fractures (Nos.)	In 2013-14: 2,548 Nos.	In 2025-26: 208 Nos.	92% reduction
	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	36,429 Km	Almost 2.5 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	14,362 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.26: Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	49,366	More than 21 times

Kavach Implementation

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).
2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.

3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July, 2020.
5. Implementation of Kavach System involves following Key Activities:
    a. Installation of Station Kavach at each and every station, block section.
    b. Installation of RFID Tags throughout the track length.
    c. Installation of telecom Towers throughout the section.
    d. Laying of Optical Fibre Cable along the track.
    e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.
6. Based on deployment of Kavach version 3.2 on 1,465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.
7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.
8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic

Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,490 Route Kilometres as on 13.07.26, covering the high density Delhi- Mumbai and Delhi-Howrah routes including sections passing through as below:

SN	Section	Progress (Route Km)
(1)	**Delhi-Mumbai route: 1,344 Rkm**	
i	Tilak Bridge - Junction cabin – Palwal – Mathura – Nagda –Vadodra-Virar section (Except Mangalmhudi – Panchpipliya)	1,248
ii	Vadodara – Ahmedabad section	96
(2)	**Delhi – Howrah route: 1,146 Rkm**	
i.	Chipyana - Tundla - Kanpur - Subedarganj section	563
ii.	Kanpur – Lucknow section	71
iii.	DDU(FOC)-Bhabua Road section	50
iv.	Sasaram - Pheser section	43
v.	Gaya -Sarmatarn- Nimiaghat section	159
vi.	Chota Ambana - Bardhaman – Howrah section	260

10. In addition, track side Kavach implementation work is being taken up on 21,937 RKM covering all GQ,GD,HDN and identified sections of Indian Railways including sections passing through Odisha.

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

SN	Item	Progress
i	Laying of Optical Fibre Cable	11,253 Km
ii	Installation of Telecom Towers	1,668 Nos.
iii	Station Data Centre	958 station
iv	Installation of Track side equipment	7,721 RKm
v	Provision of Kavach in Loco	6,045 Nos.

12. In addition, work for installation of Kavach in 7,435 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and engineers have been trained on Kavach technology. This includes about 57,000 Loco Pilots and Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.

14. The funds utilized on Kavach works so far up to Jun'26 is Rs.3874.9 cr. The allocation of funds during the year 2026-27 is Rs.2066.24 crore. Requisite funds are made available as per the progress of works.

The PM Gati Shakti National Master Plan (NMP) was launched in October, 2021 to bring a transformative change in the approach towards planning and execution of infrastructural projects pertaining to the transportation sector. 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.

ODISHA

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

Period	Outlay
2009-14	₹ 838 Cr./year
2026-27	₹ 10,928 Cr. (More than 13 times)

Track Construction:

The details of commissioning/laying of new track falling fully/partly in the State of Odisha is as under:

Period	**New Track Commissioned**	**Average Commissioning of new tracks per year**
2009-14	267 Km	53 Km
2014-26	2,236 Km	186 Km (More than 3.5 times)

Project Sanctioned:

As on 01.04.2026, 55 projects (19 New Lines and 36 Doubling/Multi-tracking), of a total length of 4,256 Km, costing ₹ 81,739 crore, falling fully/partly in Odisha, are sanctioned. The summary is as under:-

Category	No of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'26 (in Km)	Total Exp upto Mar'26 (₹ in Cr)
New Lines	19	1,544	277	7,288
Doubling/Multi-tracking	36	2,712	1,309	21,675
Total	**55**	**4,256**	**1,586**	**28,963**

Recently Completed Projects:

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

S. No.	Name of Project	Cost (In Crores of ₹)
1	Daitari-Banspani New Line and Jakhapura-Haridaspur 3rd Line (179 Km)	1,317
2	Jharsuguda - Sardega New Line (53 Km)	1,598
3	Haridaspur-Paradeep New Line (82 Km)	2,397
4	Angul-Sukinda New Line (104 Km)	2,834
5	Champa-Jharsuguda 3rd Line (152 Km)	1,227
6	Sambalpur-Titlagarh Doubling (182 Km)	2,262

7	Rourkela-Jharsuguda 3rd Line (101 Km)	1,313
8	Banspani- Jakhapura Doubling (164 Km)	1,827
9	Sambalpur-Talcher Doubling (174 Km)	1,539
10	Raipur - Titlagarh Doubling (203 Km)	1,171
11	Jharsuguda-Sardega Doubling (50 Km)	3,200

Ongoing Projects in Odisha:

Further, some of the main projects falling fully/partly in Odisha which have been taken up are as under:

S. No.	Name of Project	Total Cost (In Crores of ₹)
1	Junagarh-Nabarangpur New Line (116 Km)	2,865
2	Nabarangpur-Jeypore New Line (41 Km)	748
3	Jeypore-Malkangiri New Line (130 Km)	2,344
4	Malkangiri – Pandurangapuram New Line (174 Km)	3,592
5	Buramara-Chakulia New Line (60 Km)	1,459
6	Gunupur-Therubali New Line (74 Km)	1,166
7	Puri - Konark New Line (32 Km)	492
8	Badampahar-Kendujhargarh New Line (82 Km)	1,876
9	Bangriposi-Gorumahisani New Line (86 Km)	2,269
10	Bargarh Road-Nawapara Road New Line (138 Km)	2,622

11	Nergundi - Vizianagaram 3rd Line (385 Km)	4,963
12	Vizianagram-Titlagarh 3rd Line (265 Km)	6,996
13	Sambalpur - Jarapada 3rd and 4th line (127 Km)	3,574
14	Budhapank- Salegaon via Rajatgarh 3rd and 4th Line (170 Km)	3,035
15	Kottavalasa-Koraput Doubling (189 Km)	3,580
16	Koraput-Singapur Road Doubling (165 Km)	2,462
17	Jagdalpur-Koraput Doubling (107 Km)	1,547
18	Jharsuguda-Bilaspur 4th line (206 Km)	2,596
19	Jharsuguda-Sason 3rd and 4th line (35 Km)	1,113
20	Bondamunda-Ranchi Doubling (159 Km)	3,029
21	Narayangarh-Bhadrak 3rd line (153 Km)	3,425
22	Bhadrak-Nergundi 3rd Line (92 Km)	1,632
23	Cuttack-Nergundi 4th line along with Rail flyover at Nergundi (16 Km)	759
24	Dangoaposi-Jaroli (Banspani) 3rd and 4th Line (43 Km)	1,638
25	Jarapada- Budhapank 3rd and 4th Line with flyover at Talcher (101 Km)	929
26	Flyover from Bondamunda A Cabin to Bondamunda Link B Cabin (5 Km)	135

Amrit Bharat Stations:

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

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

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

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

station in the long term.

So far, 1,340 stations have been identified for development under this scheme, out of which 59 stations are located in Odisha. The names of stations identified for development under Amrit Bharat Station Scheme in Odisha are as following:

State	Name of Stations	Name of Stations
Odisha	59	Angul, Badampahar, Balangir, Baleshwar, Balugaon,Barbil, Bargarh Road, Baripada, Barpali, Belpahar, Betnoti, Bhadrak, Bhawanipatna, Bhubaneswar,Bhubaneswar New, Bimlagarh, Brahmapur, Brajrajnagar,Chatrapur, Cuttack, Damanjodi, Dhenkanal, Gunupur, Harishanker Road, Himgir, Hirakud, Jajpur Keonjhar Road, Jaleswar, Jaroli, Jeypore, Jharsuguda Jn, Jharsuguda Road, Kantabanji, Kendujhargarh, Kesinga, Khariar Road, Khurda Road Jn, Koraput Jn, Lingaraj Temple Road, Mancheswar, Meramandali, Muniguda, Panposh, Paradeep, Parlakhemundi, Puri, Raghunathpur, Rairakhol, Rairangpur, Rajgangpur, Rayagada, Rourkela, Sakhi Gopal, Sambalpur, Sambalpur City, Soro, Talcher, Talcher Road, Titlagarh Jn.

Completed stations:

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

State	No. of stations	Name of stations
Odisha	09	Balangir, Baripada, Barpali, Bimalgarh, Cuttack, Kesinga, Khariar Road, Parlakhemundi, Talcher

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:

Bhubaneswar station: The works of new West side and East side station building, air concourse, elevated driveway at West and East side and extension of foot over bridge have been completed. The works of improvement of platform surface, improvement of circulating area, platform shelters, lifts and escalators have been taken up.

Cuttack station: The works of new second entry station building, structural work of new main entry station building and improvement of platform surface have been completed. The works of air concourse, improvement of circulating area, foot over bridge, platform shelters, finishing works of new main entry station building, lifts and escalators have been taken up.

Puri station: The structural works of new station building and platform shelters

have been completed. The works of improvement of platform surface, improvement of circulating area, finishing works of new station building, lifts and escalators have been taken up.

Mancheswar station: The works of extension of station building, improvement of circulating area, approach road, booking office, platform shelters and toilet have been completed. The works of improvement of station building, skywalk connecting extended station building and lifts have been taken up.

Lingaraj Temple Road station: The works of improvement of platform surface, platform shelters and toilet have been completed. The works of extension and improvement of station building, 12 m wide foot over bridge, lifts, installation of Train Indication Board and Coach Indication Board have been taken up.

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

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. Odisha is covered under the jurisdiction of three railway zones, namely, South Eastern

Railway, East Coast Railway, and South East Central Railway. For these zones, an allocation of 4,630 crore has been made for the last two financial years and the current financial year, out of which an expenditure (up to June, 2026) of 3,647 crore has been incurred so far.

Gopalpur-Rairakhol new line

The Detailed Project Report (DPR) for Gopalpur - Rairakhol new rail line was prepared by Odisha Rail Infrastructure Development Limited (ORIDL). However the alignment of proposed new line was not passing through Phulbani, therefore ORIDL was advised to review the alignment of Gopalpur Rairakhol new rail line. To extend rail connectivity to Phulbani, Final Location Survey of Adenigarh to Phulbani (30km) has been sanctioned. Adenigarh is a proposed station on the under construction Khurda – Bolangir rail line.

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 drive the completion time and cost of the project/s.

Gati Shakti Cargo:

"In order to boost investment from industry in development of additional terminals for handling rail cargos, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched. The Gati Shakti Cargo Terminals (GCTs) are being developed by private players, and can be developed on non-Railway land or fully / partially on Railway land where the location of GCTs is being decided on the basis of demand from industry and potential of Cargo traffic.

So far, 142 Gati Shakti Cargo Terminals (GCTs) have been commissioned. In addition, In-Principle Approvals (IPAs) have been granted for the development of GCTs at 310 more locations. The 142 commissioned GCTs have an estimated freight handling capacity of 224 million tonnes per annum (MTPA). The policy has mobilized private investment of approximately ₹10,000 crore through these GCTs. Freight handled at these GCTs during 2025-26 is 146 MT.

In Odisha state, 12 Gati Shakti Cargo Terminals (GCTs) have been commissioned and further In-Principle Approvals (IPAs) have been granted at 36 more locations. The detail of GCTs commissioned in Odisha State is as under:

1	Paradeep	Jagatsinghapur
2	Paradeep	Jagatsinghapur
3	Between Kechobahal-Laikera	Jharsuguda
4	Jajpur keonjhar Road	Jajpur
5	Brajrajnagar	Jharsuguda
6	Machapar	Cuttack
7	Barpali Road	Sundargarh
8	Sogra	Sambalpur
9	Brundamal	Jharsuguda
10	Jakhpura	Jajpur
11	Bondamunda Jn.	Sundargarh
12	Paradeep	Jagatsinghpur

Railway Electrification:

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route
Before 2014 (about 60 years)	21,801

2014-26	48,072

In Odisha state, entire existing BG network has been electrified. Further, all new line / multi-tracking projects are being sanctioned and constructed with electrification.

WELFARE OF MINING AFFECTED COMMUNITIES

648: **SHRIMATI PRATIMA MONDAL:**

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

(a) the manner in which the Government is monitoring compliance with District Mineral Foundation (DMF) obligations to ensure that mining-affected communities receive the intended benefits in healthcare, education and local infrastructure; and

(b) the details of the action taken by the Government to curb illegal mining and improve real-time monitoring of mineral extraction, transportation and royalty collection across the country?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) As per the Pradhan Mantri Khanij Kshetra Kalyan Yojana (PMKKKY) Guidelines, 2024, the power to approve expenditure of DMF funds lies with the Governing Council of DMF headed by District Magistrate having elected

representatives such as MPs, MLAs, and MLCs as members. Further, the Guidelines provide for the constitution of a State Level Monitoring Committee under the Chairpersonship of the Chief Secretary to monitor the performance of DMFs, compliance with transparency norms, audit requirements, and annual reporting obligations.

Further, to strengthen accountability and transparency in the utilization of DMF funds, the Guidelines stipulate audit of DMF accounts by the Comptroller and Auditor General (CAG) as per the schedule decided by CAG. Additionally, the Ministry of Mines in December 2025 directed all DMFs to conduct annual audits of DMF accounts through Chartered Accountants empaneled by CAG.

(b) Section 23C of the Mines and Minerals (Development and Regulation) (MMDR) Act, 1957 empowers the State Government to frame rules to prevent illegal mining and improve real time monitoring of mineral extraction, transportation and storage of minerals and for purposes connected therewith. Section 9 of the MMDR Act, 1957 mandates holder of mining lease to pay royalty for minerals as per rates notified in Schedule-II of the Act. Hence, these matters fall primarily under the purview of the State Government. However, the Central Government has taken various measures for curbing illegal mining across the country. Some of these steps are as under:

(i) The MMDR Act, 1957 was amended through the MMDR (Amendment) Act, 2015, wherein Sections 30B and 30C read with Section 21 and 23C, inter-alia, provide stringent punitive provisions for illegal mining, transportation and storage. These are punishable with imprisonment for a term which may extend

to five years and with fine which may extend to five lakh rupees per hectare of the area. Provisions have also been made for setting up of Special Courts for the purpose of providing speedy trial of offences relating to illegal mining, transportation and storage of minerals.

(ii) The Ministry of Mines has launched the Mining Surveillance System (MSS) through Indian Bureau of Mines (IBM) in collaboration with Ministry of Electronics And Information Technology (MeitY) and Bhaskaracharya Institute for Space Applications and Geo-informatics (BISAG), Gandhinagar for detection of incidence of illegal mining by use of space technology and surveillance of area up to 500m outside the lease boundary to check incidences of illegal mining.

ताप विद्युत संयंत्रों में घरेलू कोयले का उपयोग

649. श्री कंवर सिंह तंवर :

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

(क) ऊर्जा सुरक्षा को सुदृढ़ करने, आयात पर निर्भरता कम करने और स्वदेशी कोयला संसाधनों के बेहतर उपयोग के उद्देश्य से आयातित कोयले पर आधारित ताप विद्युत संयंत्रों में घरेलू कोयले के उपयोग को बढ़ाने के लिए क्या रणनीति तैयार की गई है;

(ख) गुणवत्तापूर्ण घरेलू कोयले की समयबद्ध आपूर्ति सुनिश्चित करने, कोयला निकासी अवसंरचना को सुदृढ़ करने और घरेलू कोयले के अधिक उपयोग हेतु आवश्यक तकनीकी संशोधनों को सुगम बनाने के लिए विद्युत मंत्रालय, रेल मंत्रालय, कोल इंडिया लिमिटेड और अन्य एजेंसियों के साथ समन्वय में कौन से नीतिगत उपाय किए गए हैं;

(ग) आयातित कोयले पर आधारित ताप विद्युत संयंत्रों में घरेलू कोयले की हिस्सेदारी बढ़ाने और तापीय कोयले के आयात में कमी लाने की दिशा में अब तक क्या प्रगति हुई है;

(घ) कोयला धुलाई, गुणवत्ता प्रबंधन और संभार संबंधी दक्षता में सुधार के लिए सरकार द्वारा क्या उपाय किए गए हैं; और

(ङ) विश्वसनीय, किफायती और संधारणीय विद्युत उत्पादन सुनिश्चित करते हुए तापीय कोयले में आत्मनिर्भरता हासिल करने के लिए कौन-सी दीर्घकालिक कार्य-योजना तैयार की गई है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) : घरेलू रूप से उत्पादित कोयले के उपयोग को बढ़ाने और कोयला आयात पर निर्भरता को कम करने के लिए सरकार ने निम्नानुसार विभिन्न नीतिगत पहलें की हैं:

i. वार्षिक संविदागत मात्रा (एसीक्यू) को, ऐसे मामलों में जहां एसीक्यू को या तो मानक आवश्यकता (गैर-तटीय विद्युत संयंत्रों) के 90% तक कम कर दिया गया था या जहां एसीक्यू को मानक आवश्यकता (तटीय विद्युत संयंत्रों) के 70 प्रतिशत तक कम कर दिया गया, मानक आवश्यकता के 100 प्रतिशत तक बढ़ा दिया गया है। एसीक्यू में वृद्धि से घरेलू कोयला आपूर्ति में वृद्धि होगी, जिससे आयात पर निर्भरता कम होगी।

ii. वर्ष 2020 में प्रारंभ की गई गैर-विनियमित क्षेत्र (एनआरएस) लिंकेज नीलामी नीति में संशोधन के तहत एनआरएस लिंकेज नीलामी में कोकिंग कोल लिंकेज की अवधि को 30 वर्ष तक की अवधि के लिए संशोधित किया गया है। एनआरएस लिंकेज नीलामी में कोकिंग कोल लिंकेज की अवधि को 30 वर्ष तक बढ़ाए जाने से कोयला आयात को प्रतिस्थापित करने की दिशा में सकारात्मक प्रभाव पड़ेगा।

iii. सरकार ने वर्ष 2022 में निर्णय लिया है कि विद्युत क्षेत्र के सभी मौजूदा लिंकेज धारकों की पूर्ण विद्युत क्रय करार (पीपीए) आवश्यकता को पूरा करने के लिए कोयला कंपनियों द्वारा कोयला उपलब्ध कराया जाएगा, चाहे ट्रिगर स्तर और एसीक्यू स्तर कुछ भी हों। विद्युत क्षेत्र के लिंकेज धारकों की पूर्ण पीपीए आवश्यकता को पूरा करने के सरकार के इस निर्णय से

आयात पर निर्भरता कम होगी।

iv. देश में घरेलू कोकिंग कोयले की खपत बढ़ाने और वाश्ड कोकिंग की उपलब्धता को भी बढ़ाने के लिए एनआरएस लिंकेज नीलामी के तहत मार्च, 2024 में एक नया उप-क्षेत्र 'डब्ल्यूडीओ मार्ग के माध्यम से कोकिंग कोयले का उपयोग करते हुए इस्पात' सृजित किया गया है, जिससे कोकिंग कोल के आयात में कमी आएगी।

v. कोकिंग कोयले के आयात को कम करने के लिए इस्पात क्षेत्र को कोकिंग कोयले की आपूर्ति बढ़ाने के लिए कोकिंग कोयला मिशन शुरू किया गया है। कोकिंग कोल उत्पादन बढ़ाने के लिए कई पहलें की गई हैं।

vi. आयातित कोयला आधारित (आईसीबी) संयंत्रों को संशोधित शक्ति नीति, 2025 के अंतर्गत कोयला प्राप्त करने की अनुमति दी गई है। इस नीति के तहत आईसीबी संयंत्रों के लिए कोयले की उपलब्धता से इन आईसीबी संयंत्रों की आयातित कोयले पर निर्भरता कम होगी।

vii. मौजूदा ईंधन आपूर्ति करार (एफएसए) धारकों को मौजूदा एफएसए के तहत एसीक्यू कोयले की 100% खरीद के बाद संशोधित शक्ति नीति, 2025 के तहत कोयला प्राप्त करने की अनुमति दी गई है। वर्तमान एफएसए धारकों को एसीक्यू से अधिक कोयले की उपलब्धता होने से विद्युत उत्पादकों को विद्युत संयंत्रों की पूर्ण आवश्यकता पूरी करने में लाभकारी होगा।

viii. गैर-विनियमित क्षेत्र लिंकेज नीलामियों के अंतर्गत हाल ही में सृजित कोलसेतु विंडो के तहत कोयला लिंकेज से देश में धुले हुए कोयले की उपलब्धता बढ़ेगी और परिणामस्वरूप कोयला आयात में कमी आएगी।

(ख) : कोयला मंत्रालय ने संबंधित मंत्रालयों और हितधारकों के साथ मिलकर कोयला लॉजिस्टिक्स चेन से जुड़ी समस्याओं—जैसे कि रेलवे रेक की उपलब्धता और परिवहन से जुड़ी बाधाओं — का आकलन करने और इसका समाधान करने के लिए एक 'कोयला लॉजिस्टिक्स

योजना' शुरू की। इस योजना खानों से अंतिम उपयोग संयंत्रों तक की संपूर्ण कोयला आपूर्ति श्रृंखला शामिल है और इसमें कोयले की ढुलाई की क्षमता को बेहतर बनाने के उपाय बताए गए हैं। सरकार द्वारा कोयला ढुलाई अवसंरचना को सुदृढ़ बनाने के लिए किए गए विभिन्न प्रमुख उपाय निम्नानुसार हैं:-

i. वित्त वर्ष 2030 तक रेल कनेक्टिविटी की कमियों को दूर करने और कोयला उत्पादक राज्यों से कोयले की ढुलाई को मज़बूत करने के लिए 33 अहम रेल अवसंरचनात्मक परियोजनाओं की पहचान की गई है।।

ii. वित्त वर्ष 2030 तक कोयले की ढुलाई में रेल परिवहन की हिस्सेदारी को लगभग 75% तक बढ़ाने के उद्देश्य से रेल के ज़रिए कोयले की निकासी को बेहतर बनाना।

iii. वित्त वर्ष 2029-30 तक 1319 एमटीवाई (मिलियन टन प्रति वर्ष) क्षमता वाली 139 फर्स्ट-माइल कनेक्टिविटी (एफएमसी) परियोजनाएं स्थापित करने की योजना है।

iv. लंबी दूरी के कोयला परिवहन को इष्टतम बनाने हेतु रेल-समुद्र-रेल (आरएसआर) लॉजिस्टिक्स सहित वैकल्पिक ढुलाई माध्यमों का विकास।

विद्युत अधिनियम, 2003 की धारा 7 के अनुसार, तापीय उत्पादन एक लाइसेंस-मुक्त गतिविधि है और कोई भी तापीय विद्युत संयंत्र (आईसीबी संयंत्रों सहित) आवश्यकतानुसार तकनीकी संशोधन कर सकता है, जिसमें घरेलू कोयले का प्रयोग बढ़ाने के लिए आवश्यक परिवर्तन करना भी शामिल हैं।

(ग) : वर्तमान में, कुल 3.7 गीगावाट की संस्थापित क्षमता वाले पांच आयातित कोयला आधारित (आईसीबी) संयंत्रों ने घरेलू कोयला लिंकेज प्राप्त किया है।

(घ) : कोयला धुलाई, गुणवत्ता प्रबंधन और लॉजिस्टिक्स दक्षता में सुधार के लिए सरकार द्वारा उठाए गए उपाय निम्नानुसार हैं:

i. घरेलू कोकिंग कोल उत्पादन को 140 मि.ट. कोयला वॉशरी क्षमता को वित्त वर्ष 2030 तक 58 मि.ट. तक बढ़ाने और इस्पात निर्माण हेतु स्टैम्प-चार्जिंग प्रौद्योगिकी के कार्यान्वयन के साथ

घरेलू कोकिंग कोल ब्लेंडिंग को 10% से बढ़ाकर 30% करने के लिए मिशन कोकिंग कोल का कार्यान्वयन।

ii. कोल इंडिया लिमिटेड (सीआईएल) द्वारा मौजूदा वॉशरियों का आधुनिकीकरण और क्षमता संवर्धन तथा 07 नई कोकिंग (19.5 एमटीवाई) एवं 07 गैर-कोकिंग (58 एमटीवाई) वॉशरियों की स्थापना।

iii. कोयला कंपनियों द्वारा आपूर्ति किए जाने वाले कोयले की गुणवत्ता के संबंध में कोयला उपभोक्ताओं की चिंताओं का समाधान करने के लिए, लदान बिंदु पर कोयले की नमूना जांच स्वतंत्र तृतीय-पक्ष नमूना जांच एजेंसियों (टीपीएसए) के माध्यम से की जाती है और उपभोक्ता किसी भी सूचीबद्ध एजेंसी को नियुक्त करने के लिए स्वतंत्र हैं।

iv. बेहतर कोयला ब्लेंडिंग, 100 मिमी से कम आकार के कोयले के प्रेषण और कोयले की गुणवत्ता में एकरूपता बनाए रखने के लिए रैपिड लोडिंग प्रणालियों से सुसज्जित फर्स्ट माइल कनेक्टिविटी (एफएमसी) परियोजनाओं का अधिक उपयोग।

v. ऑटो मैकेनिकल सैंपलर (एएमएस) और मैकेनिकल ऑगर के माध्यम से नमूना संग्रहण।

vi. उपभोक्ताओं को नमूना जांच प्रक्रिया की लाइव स्ट्रीमिंग।

vii. वित्त वर्ष 2029-30 तक 1319 एमटीवाई (मिलियन टन प्रति वर्ष) क्षमता वाली 139 फर्स्ट-माइल कनेक्टिविटी (एफएमसी) परियोजनाएं स्थापित करने की योजना है।

viii. वित्त वर्ष 2030 तक रेल कनेक्टिविटी की कमियों को दूर करने और प्रमुख कोयला क्षेत्रों से कोयले की ढुलाई की क्षमता को बढ़ाने के लिए 33 महत्वपूर्ण रेल अवसंरचनात्मक परियोजनाओं की पहचान की गई है।

(ङ) : तापीय कोयले में आत्मनिर्भरता प्राप्त करने और कोयला उत्पादन में वृद्धि को बनाए रखने के लिए सरकार द्वारा उठाए गए कदम निम्नानुसार हैं:

i. कोयला ब्लॉकों के विकास में तेजी लाने के लिए कोयला मंत्रालय द्वारा नियमित समीक्षा।

ii. खान और खनिज (विकास और विनियमन) संशोधन अधिनियम, 2021 का अधिनियमन,

जो कैप्टिव खान मालिकों (परमाणु खनिजों को छोड़कर) को खान से जुड़े अंतिम उपयोग संयंत्र की आवश्यकता को पूरा करने के बाद अपने वार्षिक खनिज (कोयले सहित) उत्पादन का 50% तक खुले बाजार में बेचने में सक्षम बनाता है।

iii. कोयला खानों के प्रचालन में तेजी लाने के लिए कोयला क्षेत्र के लिए सिंगल विंडो क्लीयरेंस पोर्टल की स्थापना।

iv. कोयला खानों के शीघ्र प्रचालन के लिए विभिन्न अनुमोदन/स्वीकृतियां प्राप्त करने के लिए कोयला ब्लॉक आवंटियों की सहायता के लिए परियोजना प्रबंधन इकाई (पीएमयू) का गठन।

v. राजस्व शेयरिंग के आधार पर वाणिज्यिक खनन की नीलामी वर्ष 2020 में शुरू की गई। इसके तहत, उत्पादन की निर्धारित तिथि से पहले उत्पादित कोयले की मात्रा के लिए अंतिम पेशकश पर 50 प्रतिशत की छूट की अनुमति दी गई है। इसके अलावा, कोयला गैसीकरण अथवा द्रवीकरण (अंतिम प्रस्ताव पर 50% की छूट) पर प्रोत्साहन प्रदान किए गए हैं।

vi. वाणिज्यिक कोयला खनन की निबंधन और शर्तें बहुत उदार हैं जिनमें कोयले के उपयोग पर कोई प्रतिबंध न होना, नई कंपनियों को बोली प्रक्रिया में भाग लेने की अनुमति देना, अग्रिम राशि में कमी करना, मासिक भुगतान के लिए अग्रिम राशि का समायोजन, कोयला खानों को प्रचालित करने के लिए लचीलेपन को बढ़ावा देने हेतु उदार दक्षता मानदंड, पारदर्शी बोली प्रक्रिया, स्वचालित मार्ग के माध्यम से 100% प्रत्यक्ष विदेशी निवेश (एफडीआई) और राष्ट्रीय कोयला सूचकांक पर आधारित राजस्व शेयरिंग मॉडल शामिल हैं।

vii. खानों के शीघ्र प्रचालन के लिए, पूर्णतः अन्वेषित कोयला ब्लॉकों हेतु कोल ब्लॉक विकास एवं उत्पादन करार (सीबीडीपीए) में निर्धारित समय-सीमाओं को मौजूदा 51 महीनों से घटाकर 40 महीने कर दिया गया है। इसके अतिरिक्त, आंशिक रूप से अन्वेषित ब्लॉकों के लिए, 66

महीनों से 52 महीनों तक इसी प्रकार की कमी की गई है।

viii. प्रक्रियाओं को सरल बनाने तथा उच्चतर घरेलू कोयला उत्पादन को सुगम बनाने के लिए सरकार ने निम्नलिखित नियामक सुधार और नीतिगत पहलें भी की हैं:

- प्रत्यायित पूर्वेक्षण एजेंसियों के लिए पूर्वेक्षण लाइसेंस (पीएल) की आवश्यकता, खान और सीम खोलने की अनुमतियां, तथा सरकार द्वारा भूवैज्ञानिक रिपोर्टों (जीआर) के अनुमोदन को समाप्त किया गया;
- कोकिंग कोल को महत्वपूर्ण खनिज घोषित किया गया; और
- भूमिगत कोयला खनन के लिए प्रोत्साहनों की शुरुआत।

उपर्युक्त के अलावा, घरेलू कोयला उत्पादन बढ़ाने के लिए कोयला कंपनियों ने निम्नलिखित कदम उठाए हैं:

i. कोल इंडिया लिमिटेड (सीआईएल) अपनी भूमिगत (यूजी) खानों में जहां कहीं व्यवहार्य हो, कंटिन्युअस माइनर्स (सीएम), लॉन्गवॉल (एलडब्ल्यू) और हाईवॉल (एचडब्ल्यू) की संस्थापना के साथ व्यापक उत्पादन प्रौद्योगिकियों (एमपीटी) जैसी नई और आधुनिक प्रौद्योगिकियों को अपना रही है। अपनी ओपनकास्ट (ओसी) खानों में, सीआईएल के पास पहले से ही अपने उच्च क्षमता वाले एक्सकेवेटर और डंपरों में अत्याधुनिक प्रौद्योगिकी मौजूद है। ओपनकास्ट खानों में हैवी अर्थ मूविंग मशीनरी (एचईएमएम) का मानकीकरण किया गया है। कुशल और पर्यावरण के अनुकूल खनन के लिए ओपनकास्ट खानों में सर्फेस माईनर्स को भी संस्थापित किया जाता है।

ii. सिंगरेनी कोलियरीज कंपनी लिमिटेड (एससीसीएल) द्वारा नई परियोजनाओं की स्थापना और मौजूदा परियोजनाओं के प्रचालन के लिए नियमित संपर्क किया जा रहा है। एससीसीएल ने कोयले की निकासी के लिए कोयला हैंडलिंग संयंत्रों (सीएचपी), क्रशर, मोबाइल क्रशर, प्री-वे-बिन आदि जैसी अवसंरचना विकसित करने के लिए कार्रवाई शुरू

कर दी है।

CENTRAL GOVERNMENT SCHEMES FOR MINORITY COMMUNITIES

650. **SHRI HAMDULLAH SAYEED:**

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

(a) the details of Central Government schemes for the welfare, education, skill development and economic empowerment of minority communities implemented in the Union Territory of Lakshadweep;

(b) the details of funds allocated, released and utilised under these minority welfare schemes in Lakshadweep during the last three years and the current year, year-wise;

(c) whether the Government has reviewed the effectiveness and coverage of these schemes in Lakshadweep considering its geographical isolation, limited institutional infrastructure and off-island education and employment requirements and if so, the details thereof; and

(d) whether any representations have been received from the Lakshadweep Administration, elected representatives or community organisations regarding gaps, delays or the need for enhanced support under minority welfare schemes and if so, the details thereof?

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

(a) to (c): Ministry of Minority Affairs implements following schemes for socio-economic empowerment of the six (6) centrally notified minority communities namely Buddhists, Christians, Jains, Muslims, Parsis and Sikhs in India:

(i) PRADHAN MANTRI JAN VIKAS KARYAKRAM (PMJVK)

Pradhan Mantri Jan Vikas Karyakram" (PMJVK), a Centrally Sponsored Scheme, is one of the flagship program of the Ministry of Minority Affairs for creation of community infrastructure in the Minority Concentration Areas of the country in the sectors viz. Health, Skill Development, Education, Women Centric Projects, Drinking Water and Supply, Sanitation, Sports, Renewable energy and Other Community Infrastructure.

PMJVK is a demand driven scheme and State/UT-wise allocation of funds is not made under the Scheme. Projects are considered and approved on the basis of proposal received from respective State Governments/ UT Administrations. The projects are drafted/ formulated by the respective State Governments/ UT Administrations. No such project proposal has been received from the UT of Lakshadweep under PMJVK.

(ii) PRADHAN MANTRI VIRASAT KA SAMVARDHAN (PM VIKAS)

The Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS) is a flagship Scheme of the Ministry which converges five erstwhile schemes viz. ‘Seekho Aur Kamao’, ‘Nai Manzil’, ‘Nai Roshni’, ‘Hamari Dharohar’ and ‘USTTAD’; and focuses on socio-economic empowerment of six notified minorities through skill development; entrepreneurship and leadership of minority women; and education support for school dropouts across the country, including

Lakshadweep.

Under the scheme, projects are allocated to eligible Project Implementing Agencies (PIAs) at the national level and are not allocated on a State/UT-wise basis. Consequently, State/UT-wise details of funds sanctioned and utilized under PM VIKAS are not maintained. Further, no PIA is presently imparting training under PM VIKAS in the Union Territory of Lakshadweep.

At present, no proposal has been received under PM VIKAS Scheme for Lakshadweep.

(iii) SCHOLARSHIP

The Ministry has implemented the following three Scholarship schemes alongwith the Maulana Azad National Fellowship Scheme for the educational empowerment of the six centrally notified minority communities viz. Buddhist, Christian, Jain, Muslim, Parsi and Sikh:

i) Pre-Matric Scholarship Scheme;

ii) Post Matric Scholarship Scheme; and

iii) Merit-cum-Means based Scholarship Scheme.

Number of beneficiaries and funds released under scholarship schemes in Lakshadweep since 2023, is Nil, However, fund released under Maulana Azad National Fellowship (MANF) year-wise are as under:

FINANCIAL YEAR	SCHEME	NO. OF STUDENT	DISBURSEMENT
2023-24	MANF	0	0
2024-25	MANF	1	969500
2025-26	MANF	0	0

(iv) JIYO PARSI

Release of financial assistance under Jiyo Parsi is a unique Central Sector Scheme launched in 2013-14 with the objective to reverse the declining trend of Parsi population by adopting a scientific protocol and structured interventions, stabilize their population and increase the population of Parsis in India.

Release of financial assistance under Jiyo Parsi Scheme is demand-driven and is available to eligible members of the Parsi community across the country. Currently there are no beneficiaries of the scheme in Union Territory of Lakshadweep. Thus, no funds have been allocated, released or utilised under the Scheme for the Union Territory of Lakshadweep during the last three years and the current year.

(v) NMDFC

National Minorities Development and Finance Corporation (NMDFC) implements its schemes for socio-economic development of “backward sections” among the notified minority communities by providing concessional

loan for self-employment income generation ventures across the country.

Lakshadweep Administration has designated Lakshadweep Development Corporation as a State Channelizing Agency (SCA) to implement schemes of National Minorities Development and Finance Corporation (NMDFC) in the UT.

NMDFC is implementing its concessional credit schemes for self-employment and other income-generating activities in the Union Territory of Lakshadweep through Canara Bank and loans of Rs. 27 lakh to 41 beneficiaries has been disbursed under this scheme till date.

The Government periodically reviews the implementation and coverage of its schemes, including in Lakshadweep, keeping in view its geographical and infrastructural constraints. Appropriate measures are taken from time to time to improve accessibility and effective implementation of the schemes, as required.

(d) No representation has been received from the Lakshadweep Administration, elected representatives or community organisations regarding gaps, delays or the need for enhanced support under minority welfare schemes.

NEW RAILWAY LINE FOR ARAKALAGUDU IN HASSAN DISTRICT

651. SHRI SHREYAS M PATEL:

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

(a) whether the Government has received any proposal or representation for construction of a new railway line connecting Arakalagudu in Hassan district with the existing railway network and if so, the details thereof;

(b) whether any survey, reconnaissance, feasibility study or Detailed Project Report (DPR) has been conducted or is proposed for a new railway line to Arakalagudu and if so, the details and present status thereof;

(c) whether the Government proposes to consider a new railway line on the Shravanabelagola – Holenarasipura – Arakalagudu – Somwarpet – Madikeri - Mangaluru corridor to improve connectivity in the region;

(d) if so, the details of the proposal, including the estimated cost, funding pattern and expected timeline for approval and implementation; and

(e) if not, the reasons therefor and the criteria adopted by the Ministry for sanctioning 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 (e): Arakalagudu is about 22 Km away from Hole Narsipur Railway station which serves as the transportation hub for the nearby regions.

Shravanabelagola and Mangaluru are already connected through existing railway network via Hassan. Subsequently, to provide connectivity to Madikeri, a feasibility study of Shravanabelagola to Madikeri via Holenarsipura-Arkalgud-Konanur-Khushalnagar new line (117 Km) has been carried out. The project has low traffic projections.

Railway Budget:-

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

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

Track Construction:

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

Period	New track Commissioned	Average commissioning of new tracks
2009-14	565 Km	113 Km/year

2014-26	1,769 Km	147.4 Km/year

Projects sanctioned:-

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

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

Recently Completed Projects:-

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

S. No.	Project	Cost (₹ in Crores)
1	Kottur-Harihar new line (65 km)	468

2	Hassan-Bangalore new line (167 km)	1,290
3	Bidar-Gulbarga new line (110 km)	1,543
4	Shivani - Hosadurga Road doubling (10 km)	50
5	Shivani-Birur doubling (29 km)	143
6	Hosadurga-Chikjajur doubling (29 km)	260
7	Ramanagram - Mysore patch doubling (94 km)	998
8	Yelahanka – Chennasadra doubling (13 km)	108
9	Yeshwantpur - Yelahanka doubling(12 km)	95
10	Netrawati - Mangalore Central doubling (2 km)	28
11	Kankanadi - Panambur doubling (19 km)	350
12	Arsikere-Tumkur doubling (96 km)	758
13	Yelahanka - Penukonda doubling (123 km)	1,104
14	Daund-Gulbarga doubling (225 km)	3,182
15	Hubli-Chikjajur doubling (190 km)	1,850
16	Hotgi-Gadag doubling (284 km)	2,459
17	Pune-Miraj-Londa doubling (466 km)	6,464
18	Jokkate-Thokur doubling (2 km)	102

Ongoing Projects:-

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

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

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

S No.	Project	Total Land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1	Shimoga–Rannebennur new line (96 km)	559	283	276
2	Belgaum–Dharwad new line (73 km)	581	0	581
3	Shimoga– Harihar new line (79 km)	488	0	488
4	Whitefield-Kolar new line (53 km)	337	0	337
5	Hassan-Belur new line (32 km)	206	0	206

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

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

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

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

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

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.

COAL ALLOCATION UNDER SHAKTI POLICY

652. DR. PRASHANT YADAORAO PADOLE:

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

(a) the details of total quantity of coal offered and actually allocated under various components of the Scheme for Harnessing and Allocating Koyala Transparently in India (SHAKTI) Policy during the last year 2025, category-wise;

(b) the extent to which coal linkages granted under SHAKTI Policy have translated into actual power generation capacity being operationalised;

(c) the criteria and timelines prescribed for allocation of coal linkages under the revised SHAKTI Policy; and

(d) the measures taken by the Government to improve uptake of coal offered under linkage auctions to ensure optimal utilisation of domestic coal resources?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) During the calendar year 2025, coal linkages to the Power Sector consumers, through auction mechanism by coal companies, have been granted under Para B (iii) and B (viii) (a) of erstwhile SHAKTI Policy, 2017. Coal India Limited has conducted multiple rounds of auctions under Para B (iii) and Para B (viii) (a) of the erstwhile SHAKTI Policy during the calendar year

2025 and the details of coal quantity booked against the coal quantity offered in these auctions are as under:

SHAKTI Policy	Round / Tranche	Quantity Offered (MT*)	Quantity Booked (MT*)
Para B (iii)	Round 7 to 9	86.81	23.81
Para B(viii) (a)	Tranche XXII and XXIII	61.29	26.47

*** Million Tonne**

Further, during the calendar year 2025, with the recommendations of Ministry of Power, coal linkages have been allocated for 140 MW under Para B (i), 5320 MW under Para B (iv) of erstwhile SHAKTI Policy, and 11260 MW under Window-I of Revised SHAKTI Policy, 2025.

(b) The entire coal linkage allocated under SHAKTI Policy to the Thermal Power Plants in the country is for the generation of electricity.

(c) All the Power Generating companies are eligible for coal linkages under the Revised SHAKTI Policy, 2025, as per the terms and conditions mentioned in the Policy and the criteria, timelines prescribed under the Methodology for allocation/earmarking of coal linkage under Revised SHAKTI Policy, 2025.

(d) Coal is offered by the coal companies in sufficient quantity as per the coal consumption norms of Central Electricity Authority (CEA) / Ministry of Power in the linkage auctions of coal for the power sector to ensure availability of linkages for optimal utilization and uptake of domestic coal resources. This

provides adequate supply of coal to the power sector resulting in optimal utilization of the thermal power plants.

IMPROVEMENT OF RAILWAY SERVICES IN KASARAGOD

653. SHRI RAJMOHAN UNNITHAN:

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

(a) whether the Government has received proposals for additional train stoppages, extension of train services and improvement of passenger amenities in Kasaragod district;

(b) if so, the present status of such proposals;

(c) whether any station redevelopment, platform extension or accessibility works have been sanctioned for Kasaragod and nearby stations during the last three years and if so, the details thereof; and

(d) the steps taken/being taken by the Government to improve train connectivity between North Kerala, Karnataka and major metropolitan cities?

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

(a) to (d) Proposals/requests/suggestions/representations, both formal and informal *inter alia* for stoppage of train services are received from Members of Parliament, elected representatives, organizations/rail users etc. at various

levels including Railway Board, Zonal Railways, Divisional Office etc. 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.

Moreover, as the Railway network straddles across State/district boundaries, trains are operated and stoppages are provided as per network requirements, across such boundaries.

With a view to facilitate the passengers of various stations located in Kasaragod district of Keralam the following have been undertaken:

1. Stoppage of 16649/16650 Mangaluru Central - Kanniyakumari Parasuram Express at Manjeshwar station (w.e.f. 16.03.2026).
2. Stoppage of 16329/16330 Nagercoil - Mangaluru Jn. Amrit Bharat Express at Nileshwar and Kanhagad stations (both w.e.f. 17.03.2026).
3. Stoppage of 16336 Nagercoil - Gandhidham Express at Kanhagad station (w.e.f. 19.08.2025).
4. Extension of 16511/16512 K.S.R Bengaluru - Kannur Express (operating via Kasaragod - Kanhagad - Nileshwar) upto Kozhikode (w.e.f. 15.03.2026)
5. Extension of 16610 Mangaluru Central - Kozhikode Express (operating via Manjeshwar - Kumbla - Kasaragod - Kotikulam - Kanhagad - Nileshwar - Charvattur) upto Palakkad (w.e.f. 16.03.2026).

Furthermore, during 2025-26 and 2026-27(upto June, 2026), to cater to the

needs of stations located in the States of Keralam and Karnataka, Indian Railways, on originating/terminating basis, have introduced 22 train services and 90 train services respectively. These are listed below:

Trains serving Keralam:

SN	Train No. and Name
1	26651/26652 KSR Bengaluru - Ernakulam Jn. Vande Bharat Express
2	16121/16122 Tambaram - Thiruvananthapuram Central Amrit Bharat Express
3	17041/17042 Charlapalli - Thiruvananthapuram North Amrit Bharat Express
4	16313/16314 Thiruvananthapuram North - Mangaluru Jn. Antyodaya Express
5	18501/18502 Visakhapatnam - Kollam Express
6	16363/16364 Ernakulam - Velankanni Express
7	16611 Palakkad - Kannur Express
8	56115/56116 Thrissur - Guruvayur Passenger
9	66325/66326 Nilambur Road - Shoranur MEMU
10	66623/66624 Palakkad - Pollachi MEMU

11	66327/66328 Ernakulam - Kollam MEMU
12	56632 Kannur - Kozhikode Passenger

Trains serving Karnataka:

SN	**Train No. and Name**
1	26651/26652 KSR Bengaluru - Ernakulam Jn. Vande Bharat Express
2	26751/26752 Belagavi - KSR Bengaluru Vande Bharat Express
3	16329/16330 Nagercoil - Mangaluru Jn. Amrit Bharat Express
4	16597/16598 SMVT Bengaluru - Alipurduar Amrit Bharat Express
5	10109/10110 Madgaon - Karwar Express
6	11085/11086 SMVT Bengaluru - Gwalior Express
7	16223/16224 SMVT Bengaluru - Radhikapur Express
8	16313/16314 Thiruvananthapuram North - Mangaluru Jn. Antyodaya Express
9	16523/16524 SMVT Bengaluru - Balurghat Express
10	16547/16548 Yesvantpur - Vijayapura Express
11	16553/16554 SMVT Bengaluru - Lokmanya Tilak (T) Express

12	16555/16556 Yesvantpur - Talguppa Express
13	16559/16560 SMVT Bengaluru - Bidar Express
14	16563/16564 Bengaluru Cantt. - Kalaburagi Express
15	16621/16622 Rameswaram - Mangaluru Central Express
16	16707/16708 Mangaluru Jn - Tirunelveli Express
17	17071/17072 Hyderabad - Belagavi Express
18	17073/17074 Secunderabad - Belagavi Express
19	17075/17076 Charlapalli - Belagavi Express
20	17289/17290 Kakinada Town - Mysuru Express
21	17327/17328 Hubballi - Kushtagi Express
22	17377/17378 Vijayapura - Mangaluru Central Express
23	17423/17424 Tirupati - Chikkamagaluru Express
24	18063/18064 Santragachi - Yelahanka Express
25	18509/18510 Vishakapatnam - SMVT Bengaluru Express
26	19057/19058 Surat - Mangaluru Jn. Express
27	20687/20688 Hubballi - KSR Bengaluru Express

28	51461/51462 Belagavi - Miraj Passenger
29	51463/51464 Belagavi - Miraj Passenger
30	56229/56230 KSR Bengaluru - Channapatna Passenger
31	56231/56232 Mysuru - SMVT Bengaluru Passenger
32	56531/56532 Yesvantpur - Hindupur Passenger
33	56919/56920 Hubballi - Vijayapura Passenger
34	66501/66502 Hubballi - Vijayapura MEMU
35	66525/66526 KSR Bengaluru - Hassan MEMU
36	66537/66538 Bangarapet - SMVT Bengaluru MEMU
37	66539/66540 KSR Bengaluru - Ashokapuram MEMU
38	66595/66596 Yesvantpur - Hosur MEMU
39	66597/66598 KSR Bengaluru - Ashokapuram MEMU
40	76501/76502 Alnavar - Dandeli DEMU
41	76503/76504 Alnavar - Dandeli DEMU
42	76505/76506 Alnavar - Dandeli DEMU
43	76507/76508 Hosapete - Hubballi DEMU

44	76509/76510 Ballari - Davangere DEMU
45	76511/76512 Hosapete - Ballari DEMU

Besides, provision of stoppage/extension/introduction of train services, which is an on-going process, depends on the traffic justification, operational feasibility, competing demands etc.

Passenger amenities:

Kasargod station, located in Keralam, has been identified for development under Amrit Bharat Station Scheme. Development works at this station have been taken up at a good pace. The works of improvements of station building, new entrance porch, improvements of booking office and concourse, improvement of platform surface of platform no. 2 and 3, improvements of circulating area and parking, improvement of waiting hall, toilets, platform shelters, lifts, installation of Coach Indication Board and improvement of amenities for Divyangjan have been completed. The works of extension of platform no. 1, 6 m wide foot over bridge, escalator and parking at second entry 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.

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

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

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

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

station in the long term.

So far, 1,340 stations have been identified for development under this scheme, out of which 35 stations, including Kasargod station of Kasargod district, are located in Keralam. The names of stations identified for development under Amrit Bharat Station Scheme in Keralam are as following:

State	No. of Stations	Names of Stations
Keralam	35	Alappuzha, Angadippuram, Angamali For Kaladi, Chalakudi, Changanassery, Chengannur, Chirayinkeezh, Ernakulam, Ernakulam Town, Ettumanur, Ferok, Guruvayur, Kannur, Kasargod, Kayankulam Jn, Kollam Jn, Kozhikode, Kuttippuram, Mavelikara, Neyyattinkara, Nilambur Road, Ottappalam, Parappanangadi, Payyanur, Punalur, Shoranur Jn., Thalassery, Thiruvananthapuram Central, Thrisur, Tirur, Tiruvalla, Tripunithura, Vadakara, Varkala Shivagiri, Wadakancheri

Completed Stations:

Development works at railway stations under Amrit Bharat Station Scheme in Keralam have been taken up at a good pace. The detail of stations completed in Keralam is as given below:

State	No. of Stations	Name of Stations
Keralam	16	Angamali for Kaladi, Chalakudi, Changanassery, Chirayinkeezh, Ferok, Guruvayur, Kuttippuram, Mavelikara, Nilambur Road, Parappanangadi, Shoranur Junction, Thalassery, Tirur, Tripunithura, Vadakara, Wadakancheri

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:

- **Kozhikode station:** The structural works of multi level car parking-I and II, East terminal building, West terminal building, staff quarters, railway health unit and railway office building have been taken up.
- **Angadippuram station:** The works of improvement of station building with new porch, concourse, booking office, platform shelter, improvement of platform surface of platform no. 1 and 2, waiting hall, toilet, improvement of circulating area, parking, approach road, installation of Coach Indication Board, Train Indication Board, signages and lift have been completed. The work of 6 m wide foot over bridge has been taken up.
- **Payyanur station:** The works of raising of platform no. 2 and 3, platform shelter, improvement of concourse, booking office, waiting hall, improvement of circulating area at second entry, parking, installation of

Coach Indication Board and Train Indication Board have been completed. The works of improvement of station building, improvement of circulating area at main entry, amenities of Divyangjan, 6 m wide foot over bridge and lift have been taken up.

- **Kollam Junction station**: The works of service building, multi level car parking and parcel building have been completed. The works of 12 m wide foot over bridge, air concourse, North terminal building, South terminal building and platform upgradation have been taken up.
- **Varkala Shivagiri station:** The structural works of main station building, second entry station building, air concourse, 6 m wide foot over bridge at Kollam end, sewage treatment plant, platform shelter and electrical substation have been taken up.

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 / 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. Keralam is covered under the jurisdiction of Southern railway. For this zones, an allocation of ₹ 3,451 crore has been made for the last three years and current financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 3,438 crore has been incurred so far.

DETAILS OF VACANCIES IN RAILWAYS

654. SHRI ANAND BHADAURIA:

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

(a) the details of vacancies in Group A, B, C and D in Railways as on date, Group-wise;

(b) the details of number of vacancies filled up with permanent appointments during 2025-26 and 2026-27 till date, year, zone and group-wise;

(c) the details of number of vacancies filled up with contractual appointments during 2025-26 and 2026-27 till date, year, zone and group-wise;

(d) the details of posts of SC, ST, OBC and EWS categories lying vacant in

Railways as on date, category-wise; and

(e) the timeline for filling up the vacancies in Railways which has reached upto alarming level of compromising railway safety?

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

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

Period	Recruitments
2004-05 to 2013-14	4.11 lakh
2014-15 to 2026-27 (upto 30.06.2026)	5.56 lakh

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.

As a system improvement, the Ministry of Railways has introduced a system of publishing the Annual Calendar from 2024 for recruitment to various categories of Group ‘C’ posts. The introduction of the Annual Calendar is benefitting the aspirants in the following manner:

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

Presently, recruitment against **1,61,889** vacancies of non-gazetted personnel has been taken up on Indian Railways 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 and Metallurgical Assistant (CMA), Paramedical Categories, Non-Technical Popular Categories (Graduate), Non-Technical Popular Categories (Under-Graduate), Ministerial and 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)	63,27,473	157	15

(3,445 vacancies)			
CBT for Ministerial and 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**		

2nd stage CBTs for the posts of ALP, JE/DMS/CMA and Non-Technical Popular Categories (Graduate and 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)	51,978	79	15

(3,445 vacancies)			
Total Candidates	**5,57,611**		

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

Exam	Candidates	Cities	Languages
CBAT for the post of ALP	1,32,044	84	2
Translation Test for Ministerial and Isolated Categories	1,233	8	2
CBAT for the post of Non-Technical Popular Categories (Graduate)	13,616	38	2
Computer Based Typing Skill Test (CBTST) for the posts of Non-Technical Popular Categories (Graduate)	30,341	58	2
CBTST for the post of Non-Technical Popular Categories (Under Graduate)	13,145	44	2
Total Candidates	**1,90,379**		

During 2026-27 (upto 30.06.2026) panels for more than 3,300 candidates for various posts including the posts of Technicians, Junior Engineers, Paramedical Categories, Ministerial and Isolated categories and Assistant Loco Pilots have been finalised. Majority of them are in safety categories.

In addition, as per Annual Calendar for the year 2025, nine Centralized Employment Notifications (CENs) for 51,970 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	10,970	March-2025
02/2025	Technician	6,238	June-2025
03/2025	Paramedical Categories	434	July-2025
04/2025	Section Controller	368	August-2025
05/2025	Junior Engineers (JEs)/ Depot Material Superintendent (DMS) / Chemical and Metallurgical Assistant (CMA)	2,585	October-2025

06/2025	Non-Technical Popular Categories (Graduate)	5,810	October-2025
07/2025	Non-Technical Popular Categories (Under-Graduate)	3,058	October-2025
08/2025	Isolated Categories	312	December-2025
09/2025	Level-1 posts	22,195	December-2025
Total		**51,970**	

First stage/Single stage Computer Based Tests (CBTs) for 29,775 posts have been completed. Details are as under:-

Exam	**Candidates**	**Cities**	**Languages**
CBT for the post of Section Controller (368 vacancies)	4,33,748	131	15
1st Stage CBT for the post of ALP (10,970 vacancies)	10,03,719	141	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	8,41,525	117	15

vacancies)			
CBT for Paramedical Categories (434 vacancies)	3,19,396	106	15
1st Stage CBT for Non-Technical Popular Categories (Graduate) (5,810 vacancies)	25,89,851	142	15
1st Stage CBT for Non-Technical Popular Categories (Under Graduate) (3,058 vacancies)	32,95,980	142	15
CBT for Isolated categories (312 vacancies)	37,774	34	15
Total Candidates	**90,96,344**		

2nd stage CBTs for the posts of JE/DMS/CMA and Non Technical Popular Categories (Graduate) have also been completed. Details are as under:

Exam	Candidates	Cities	Languages
2nd Stage CBT for the post of JE/DMS/CMA (2,585 vacancies)	39,034	90	15
2nd Stage CBT for Non-Technical Popular Categories (Graduate) (5,810 vacancies)	87,317	98	15
Total Candidates	**1,26,351**		

Computer Based Aptitude Test (CBAT) for the posts of Section Controller has also been completed. Details are as under:

Exam	Candidates	Cities	Languages
CBAT for the post of Section Controller (368 vacancies)	2,989	24	2

Further, as per Annual Calendar for the year 2026, three Centralized Employment Notifications (CENs) for 17,803 vacancies have been issued. Details are as under:

CEN No.	Post Name	No. of Vacancies notified	Month of Notification
01/2026	Assistant Loco Pilots	11,127	March-2026
02/2026	Technicians	6,557	May-2026
03/2026	**Section Controller**	119	June-2026

Reservation to eligible categories like Scheduled Castes, Scheduled Tribes, Other Backward Classes and Economically Weaker Sections is provided as

per extant norms of Govt of India.

In exigencies of work, contractual engagement is resorted to as a stop-gap arrangement till regular incumbents join the posts. Such contractual engagement is purely temporary and time-bound, and is undertaken only to ensure smooth functioning of Railway operations until posts are filled through regular selection as per extant rules and procedures.

आकांक्षी जिलों के चयन के लिए मानदंड

655. श्री अरूण कुमार सागर:

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

(क) आकांक्षी जिला कार्यक्रम (एडीपी) के अंतर्गत किसी जिले को शामिल करने के लिए निर्धारित विशिष्ट मानदंड और चयन प्रक्रिया का ब्यौरा क्या है और इसके प्रमुख प्रदर्शन संकेतकों (केपीआई) और आंकड़ा स्त्रोतों का ब्यौरा क्या है;

(ख) क्या उत्तर प्रदेश का शाहजहांपुर जिला आकांक्षी जिला कार्यक्रम (एडीपी) के अंतर्गत पात्र है;

(ग) क्या वर्तमान में शाहजहांपुर जिले को आकांक्षी जिला कार्यक्रम (एडीपी) में शामिल करने पर विचार किया जा रहा है;

(घ) यदि हां, तो इस प्रक्रिया की स्थिति क्या है और इसकी समय-सीमा क्या है; और

(ड) 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) आकांक्षी जिला कार्यक्रम के तहत, 27 राज्यों और 1 संघ राज्य क्षेत्र से 117 जिलों का

चयन सार्वजनिक डोमेन में डेटाबेस से तैयार किए गए पिछड़ेपन के समग्र सूचकांक के आधार पर किया गया था। 117 जिलों में से, 35 जिलों की अनुशंसा गृह मंत्रालय द्वारा वामपंथी उग्रवाद से प्रतिकूल रूप से प्रभावित होने के आधार पर की गई थी। जिलों का चयन करते समय, यह भी सुनिश्चित किया गया था कि प्रत्येक राज्य (गोवा को छोड़कर) से कम से कम एक जिले का चयन किया जाए और उसी राज्य से बहुत अधिक जिले का चयन न किया जाए। चयन के बाद, सूची को संबंधित राज्य/संघ राज्य क्षेत्र सरकारों के साथ साझा किया गया था, जिसमें किसी भी वस्तुनिष्ठ मानदंड के आधार पर कोई भी बदलाव हेतु सुझाव देने का अनुरोध किया गया था। इसके बाद, सूची को अंतिम रूप देते समय इन्हें शामिल किया गया। प्रमुख प्रदर्शन संकेतकों (केपीआई) के विवरण के साथ इन जिलों के चयन के लिए डेटा सेट और उनसे जुड़े भारांक की सूची क्रमशः **विवरण -I** और **विवरण -II** में दी गई है।

(ख) और (ग) उत्तर प्रदेश का शाहजहांपुर जिला आकांक्षी जिला कार्यक्रम के अंतर्गत शामिल नहीं है। वर्तमान में, सरकार के पास आकांक्षी जिलों की सूची का विस्तार करने का कोई प्रस्ताव नहीं है।

(घ) और (ङ) इस संबंध में प्रश्न नहीं उठता।

<u>विवरण – I</u>

आकांक्षी जिलों के चयन के लिए उपयोग किए जाने वाले डेटा सेट और भारांक की सूची

डेटाबेस	क्षेत्र	भारांक
शारीरिक श्रम पर निर्भर भूमिहीन परिवार (सामाजिक-आर्थिक जातीय जनगणना-वंचन 7)	वंचन (25%)	25 %
प्रसव-पूर्व देखभाल [राष्ट्रीय परिवार और स्वास्थ्य सर्वेक्षण	स्वास्थ्य और	7.5 %

(एनएचएफएस)-4]	पोषण (30%)	
संस्थागत प्रसव (एनएचएफएस-4)		7.5 %
5 वर्ष से कम आयु के बच्चों का अवरुद्ध विकास (एनएचएफएस-4)		7.5 %
5 वर्ष से कम आयु के बच्चों में यक्ष्मा रोग (एनएचएफएस-4)		7.5 %
प्रारंभिक स्कूल छोड़ने की दर [एकीकृत ज़िला शिक्षा सूचना प्रणाली (यू-डीआईएसई) 2015-16]	शिक्षा (15%)	7.5 %
प्रतिकूल विद्यार्थी-शिक्षक अनुपात (यू-डीआईएसई 2015-16)		7.5 %
गैर विद्युतीकृत घर (विद्युत मंत्रालय)	इन्फ्रा (30%)	7.5 %
व्यक्तिगत शौचालय रहित घर (पेयजल और स्वच्छता मंत्रालय)		7.5 %
प्रधानमंत्री ग्राम सड़क योजना से असंबद्ध गांव (ग्रामीण विकास मंत्रालय)		7.5 %
जल की पहुँच से वंचित ग्रामीण घर (पेयजल और स्वच्छता मंत्रालय)		7.5 %
कुल		**100%**

डेटा सेट के स्रोत इस प्रकार हैं:

1. http://rchiips.org/NFHS/districtfactsheet_NFHS-4.shtml + (एनएफएचएस 4

आंकड़े)

2.

http://secc.gov.in/categorywiseDeprivationReport?reportType=SC%20Category# (एसईसीसी 2011- आभाव आंकड़े)

3. http://udise.in/drc2015-16.htm (यू-डाईज 2015-16 आंकड़े)

4. http://saubhagya.gov.in/ (सौभाग्य वेबसाइट)

5. http://pmgsy.nic.in/ (पीएमजीएसवाई वेबसाइट)

विवरण – II

आकांक्षी जिला कार्यक्रम के अंतर्गत प्रमुख प्रदर्शन संकेतकों (केपीआई) की सूची

क्रम सं.	विषय	संकेतक संख्या	निगरानी योग्य आँकड़ा-बिंदु	आवृत्ति
1	स्वास्थ्य एवं पोषण	1.1	कुल प्रसवपूर्व पंजीकरणों के सापेक्ष चार अथवा उससे अधिक प्रसवपूर्व जाँच प्राप्त करने वाली गर्भवती महिलाओं का प्रतिशत	वार्षिक
2	स्वास्थ्य एवं पोषण	1.2	कुल प्रसवपूर्व पंजीकरणों के सापेक्ष गर्भावस्था की प्रथम तिमाही के भीतर पंजीकृत प्रसवपूर्व मामलों का प्रतिशत	मासिक
3	स्वास्थ्य एवं पोषण	1.3	**अनुमानित गर्भधारणों के सापेक्ष प्रसवपूर्व देखभाल (एएनसी) हेतु पंजीकृत गर्भवती महिलाओं(पीडब्लयू) का प्रतिशत**	मासिक
4	स्वास्थ्य एवं	2	**एकीकृत बाल विकास सेवा (आईसीडीएस)**	मासिक

क्रम सं.	विषय	संकेतक संख्या	निगरानी योग्य आँकड़ा-बिंदु	आवृत्ति
	पोषण		**कार्यक्रम के अंतर्गत नियमित रूप से पूरक पोषण प्राप्त करने वाली गर्भवती महिलाओं का प्रतिशत**	
5	स्वास्थ्य एवं पोषण	3.1	**गंभीर रक्ताल्पता से ग्रस्त जाँचित गर्भवती महिलाओं के सापेक्ष उपचार प्राप्त करने वाली गर्भवती महिलाओं का प्रतिशत**	मासिक
6	स्वास्थ्य एवं पोषण	3.2	**कुल प्रसवपूर्व पंजीकरणों के सापेक्ष संबंधित प्रसवपूर्व जाँचों के दौरान चार अथवा उससे अधिक बार हीमोग्लोबिन जाँच कराने वाली गर्भवती महिलाओं का प्रतिशत**	वार्षिक
7	स्वास्थ्य एवं पोषण	4.1	**जन्म के समय लिंगानुपात**	मासिक
8	स्वास्थ्य एवं पोषण	4.2	**अनुमानित कुल प्रसवों के सापेक्ष संस्थागत प्रसवों का प्रतिशत**	मासिक
9	स्वास्थ्य एवं पोषण	5	**कुल घरेलू प्रसवों के सापेक्ष कुशल प्रसव सहायक (एसबीए) प्रशिक्षित स्वास्थ्यकर्मी की देखरेख में संपन्न घरेलू प्रसवों का प्रतिशत**	मासिक
10	स्वास्थ्य एवं पोषण	6.1	**जन्म के एक घंटे के भीतर स्तनपान करने वाले नवजातों का प्रतिशत**	मासिक
11	स्वास्थ्य एवं पोषण	6.2	**कम जन्म भार (2,500 ग्राम से कम) वाले शिशुओं का प्रतिशत**	मासिक

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12	स्वास्थ्य एवं पोषण	6.3	**जन्म के समय भार मापे गए जीवित शिशुओं का अनुपात**	मासिक
13	स्वास्थ्य एवं पोषण	7	**पाँच वर्ष से कम आयु के कम वजन वाले बच्चों का प्रतिशत**	मासिक
14	स्वास्थ्य एवं पोषण	8.1	**पाँच वर्ष से कम आयु के अवरुद्ध वृद्धि (बौनेपन) से ग्रस्त बच्चों का प्रतिशत**	तिमाही
15	स्वास्थ्य एवं पोषण	8.2	**दस्त से पीड़ित ऐसे बच्चों का प्रतिशत, जिनका उपचार ओआरएस से किया गया**	तिमाही
16	स्वास्थ्य एवं पोषण	8.3	**दस्त से पीड़ित ऐसे बच्चों का प्रतिशत, जिनका उपचार जिंक से किया गया**	तिमाही
17	स्वास्थ्य एवं पोषण	8.4	**पिछले दो सप्ताह में तीव्र श्वसन संक्रमण (एआरआई) से पीड़ित ऐसे बच्चों का प्रतिशत, जिन्हें स्वास्थ्य संस्थान ले जाया गया**	तिमाही
18	स्वास्थ्य एवं पोषण	9.1	**गंभीर तीव्र कुपोषण (एसएएम) से ग्रस्त बच्चों का प्रतिशत**	मासिक
19	स्वास्थ्य एवं पोषण	9.2	**मध्यम तीव्र कुपोषण (एमएएम) से ग्रस्त बच्चों का प्रतिशत**	मासिक
20	स्वास्थ्य एवं पोषण	10.1	**पर्याप्त आहार प्राप्त करने वाले स्तनपान करने वाले बच्चों (6–23 माह) का प्रतिशत**	तिमाही
21	स्वास्थ्य एवं	10.2	**पर्याप्त आहार प्राप्त करने वाले स्तनपान न करने**	तिमाही

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	पोषण		**वाले बच्चों (6–23 माह) का प्रतिशत**	
22	स्वास्थ्य एवं पोषण	11	**पूर्ण प्रतिरक्षित बच्चों (9–11 माह) का प्रतिशत (बीसीजी + डीपीटी-3 + ओपीवी-3 + खसरा-1)**	मासिक
23	स्वास्थ्य एवं पोषण	12.1	**अनुमानित तपेदिक (टीबी) मामलों के सापेक्ष अधिसूचित तपेदिक मामलों की दर (सार्वजनिक एवं निजी संस्थानों सहित)**	मासिक
24	स्वास्थ्य एवं पोषण	12.2	**अधिसूचित तपेदिक (टीबी) रोगियों (सार्वजनिक एवं निजी) में उपचार सफलता दर**	मासिक
25	स्वास्थ्य एवं पोषण	13.1	**स्वास्थ्य एवं आरोग्य केंद्रों (एचडब्ल्यूसी) में परिवर्तित उप-केंद्रों/प्राथमिक स्वास्थ्य केंद्रों का अनुपात**	तिमाही
26	स्वास्थ्य एवं पोषण	13.2	**भारतीय जन स्वास्थ्य मानकों के अनुरूप प्राथमिक स्वास्थ्य केंद्रों का अनुपात**	तिमाही
27	स्वास्थ्य एवं पोषण	13.3	**5,00,000 जनसंख्या पर एक (पर्वतीय क्षेत्रों में 3,00,000 जनसंख्या पर एक) की मानक व्यवस्था के सापेक्ष कार्यशील प्रथम रेफरल इकाइयों (एफआरयू) का अनुपात**	तिमाही
28	स्वास्थ्य एवं पोषण	13.4	**जिला अस्पतालों में उपलब्ध विशेषज्ञ सेवाओं का अनुपात (10* प्रमुख विशेषज्ञ सेवाओं के सापेक्ष)**	तिमाही
29	स्वास्थ्य एवं	13.5	**पिछले एक माह में कम-से-कम एक ग्राम स्वास्थ्य,**	तिमाही

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	पोषण		**स्वच्छता एवं पोषण दिवस/शहरी स्वास्थ्य, स्वच्छता एवं पोषण दिवस आयोजित करने वाले आंगनवाड़ी केंद्रों/शहरी प्राथमिक स्वास्थ्य केंद्रों का प्रतिशत**	
30	स्वास्थ्य एवं पोषण	13.6	**स्वयं के भवन वाले आंगनवाड़ी केंद्रों का अनुपात**	तिमाही
31	स्वास्थ्य एवं पोषण	13.7	**प्रसूति कक्ष एवं प्रसूति शल्यकक्ष सहित राष्ट्रीय गुणवत्ता आश्वासन मानक (एनक्यूएएस) प्रमाणित (अर्थात् लक्ष्य दिशानिर्देशों के अनुरूप) प्रथम रेफरल इकाइयों (एफआरयू) का प्रतिशत**	मासिक
32	**शिक्षा**	1.1	**प्राथमिक स्तर से उच्च प्राथमिक स्तर पर पारगमन दर**	वार्षिक
33	**शिक्षा**	1.2	**उच्च प्राथमिक स्तर से माध्यमिक स्तर पर संक्रमण दर**	वार्षिक
34	**शिक्षा**	2	**शौचालय सुविधा: कार्यशील बालिका शौचालय वाले विद्यालयों का प्रतिशत**	मासिक
35	**शिक्षा**	3.1	**कक्षा 3 में गणितीय उपलब्धि**	तिमाही
36	**शिक्षा**	3.2	**कक्षा 3 में भाषाई उपलब्धि**	तिमाही
37	**शिक्षा**	3.3	**कक्षा 5 में गणितीय उपलब्धि**	तिमाही
38	**शिक्षा**	3.4	**कक्षा 5 में भाषाई उपलब्धि**	तिमाही

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39	**शिक्षा**	3.5	**कक्षा 8 में गणितीय उपलब्धि**	तिमाही
40	**शिक्षा**	3.6	**कक्षा 8 में भाषाई उपलब्धि**	तिमाही
41	**शिक्षा**	4	**महिला साक्षरता दर (15 वर्ष एवं उससे अधिक आयु वर्ग)**	तिमाही
42	**शिक्षा**	5	**कार्यशील पेयजल सुविधा वाले विद्यालयों का प्रतिशत**	मासिक
43	**शिक्षा**	6	**माध्यमिक स्तर पर कार्यशील विद्युत सुविधा वाले विद्यालयों का प्रतिशत**	मासिक
44	**शिक्षा**	7	**शिक्षा का अधिकार (आरटीई) अधिनियम में निर्धारित छात्र-शिक्षक अनुपात का अनुपालन करने वाले प्रारंभिक विद्यालयों का प्रतिशत**	मासिक
45	**शिक्षा**	8	**शैक्षणिक सत्र प्रारंभ होने के एक माह के भीतर विद्यार्थियों को पाठ्यपुस्तकें उपलब्ध कराने वाले विद्यालयों का प्रतिशत**	वार्षिक
46	**कृषि एवं जल संसाधन**	1.1	**सूक्ष्म सिंचाई के अंतर्गत शुद्ध बोया गया क्षेत्र का प्रतिशत**	मासिक
47	**कृषि एवं जल संसाधन**	1.2	**महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी अधिनियम (मनरेगा) के अंतर्गत पुनर्जीवित जल निकायों की संख्या**	अर्धवार्षिक
48	**कृषि एवं जल**	2	**फसल बीमा - प्रधानमंत्री फसल बीमा योजना**	अर्धवार्षिक

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	संसाधन		**(पीएमएफबीवाई) के अंतर्गत शुद्ध बोए गए क्षेत्र का प्रतिशत**	
49	**कृषि एवं जल संसाधन**	3.1	**कृषि ऋण में प्रतिशत वृद्धि**	अर्धवार्षिक
50	**कृषि एवं जल संसाधन**	3.2	**प्रमाणित गुणवत्तायुक्त बीजों का वितरण**	अर्धवार्षिक
51	**कृषि एवं जल संसाधन**	4	**इलेक्ट्रॉनिक बाजार से जुड़े जिला मंडियों की संख्या**	मासिक
52	**कृषि एवं जल संसाधन**	5	**मूल्य प्राप्ति में प्रतिशत परिवर्तन - कृषि उपज के खेत-स्तरीय मूल्य (एफएचपी) तथा न्यूनतम समर्थन मूल्य (एमएसपी) के मध्य अंतर**	अर्धवार्षिक
53	**कृषि एवं जल संसाधन**	6	**जिले के कुल बोए गए क्षेत्र में उच्च मूल्य वाली फसलों का प्रतिशत हिस्सा**	वार्षिक
54	**कृषि एवं जल संसाधन**	7	**दो प्रमुख फसलों की कृषि उत्पादकता**	अर्धवार्षिक
55	**कृषि एवं जल संसाधन**	8	**टीकाकृत पशुओं का प्रतिशत**	मासिक
56	**कृषि एवं जल संसाधन**	9	**कृत्रिम गर्भाधान का कवरेज**	मासिक
57	**कृषि एवं जल**	10	**वितरित मृदा स्वास्थ्य कार्डों की संख्या**	मासिक

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	संसाधन			
58	**वित्तीय समावेशन एवं कौशल विकास**	1	**प्रति एक लाख जनसंख्या पर मुद्रा ऋण का कुल वितरण (रुपयों में)**	मासिक
59	**वित्तीय समावेशन एवं कौशल विकास**	2	**प्रधानमंत्री जीवन ज्योति बीमा योजना (पीएमजेजेबीवाई): प्रति एक लाख जनसंख्या पर नामांकन की संख्या**	मासिक
60	**वित्तीय समावेशन एवं कौशल विकास**	3	**प्रधानमंत्री सुरक्षा बीमा योजना (पीएमएसबीवाई): प्रति एक लाख जनसंख्या पर नामांकन की संख्या**	मासिक
61	**वित्तीय समावेशन एवं कौशल विकास**	4	**अटल पेंशन योजना (एपीवाई): प्रति एक लाख जनसंख्या पर लाभार्थियों की संख्या**	मासिक
62	**वित्तीय समावेशन एवं कौशल**	5	**कुल बैंक खातों के सापेक्ष आधार से संबद्ध बैंक खातों का प्रतिशत**	मासिक

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	विकास			
63	**वित्तीय समावेशन एवं कौशल विकास**	6	**प्रधानमंत्री जन धन योजना के अंतर्गत खोले गए खातों की संख्या**	मासिक
64	**वित्तीय समावेशन एवं कौशल विकास**	7	**अल्पकालिक एवं दीर्घकालिक प्रशिक्षण योजनाओं के अंतर्गत प्रमाणित युवाओं की संख्या / जिले में 15–29 वर्ष आयु वर्ग के युवाओं की संख्या**	मासिक
65	**वित्तीय समावेशन एवं कौशल विकास**	8	**रोजगार प्राप्त प्रमाणित युवाओं की संख्या / अल्पकालिक एवं दीर्घकालिक प्रशिक्षण के अंतर्गत प्रशिक्षित युवाओं की संख्या**	मासिक
66	**वित्तीय समावेशन एवं कौशल विकास**	9	**प्रशिक्षुता पूर्ण करने वाले प्रशिक्षुओं की संख्या / पोर्टल पर पंजीकृत प्रशिक्षुओं की कुल संख्या**	मासिक
67	**वित्तीय समावेशन एवं कौशल**	10	**पूर्व अधिगम की मान्यता (आरपीएल) के अंतर्गत प्रमाणित व्यक्तियों की संख्या/अनौपचारिक रूप से कुशल कार्यबल की संख्या**	मासिक

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	विकास			
68	**वित्तीय समावेशन एवं कौशल विकास**	11.1	**महिलाएँ – प्रमाणित एवं प्रशिक्षित**	मासिक
69	**वित्तीय समावेशन एवं कौशल विकास**	11.2	**अनुसूचित जाति (एससी) – प्रमाणित एवं प्रशिक्षित**	मासिक
70	**वित्तीय समावेशन एवं कौशल विकास**	11.3	**अनुसूचित जनजाति (एसटी) – प्रमाणित एवं प्रशिक्षित**	मासिक
71	**वित्तीय समावेशन एवं कौशल विकास**	11.4	**अन्य पिछड़ा वर्ग (ओबीसी) – प्रमाणित एवं प्रशिक्षित**	मासिक
72	**वित्तीय समावेशन एवं कौशल**	11.5	**अल्पसंख्यक – प्रमाणित एवं प्रशिक्षित**	मासिक

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	विकास			
73	**वित्तीय समावेशन एवं कौशल विकास**	11.6	**दिव्यांगजन – प्रमाणित एवं प्रशिक्षित / प्रमाणित एवं प्रशिक्षित युवाओं की कुल संख्या**	मासिक
74	**बुनियादी अवसंरचना**	1	**विद्युत कनेक्शन वाले परिवारों का प्रतिशत**	मासिक
75	**बुनियादी अवसंरचना**	2	**इंटरनेट सुविधा से जुड़े ग्राम पंचायतों का प्रतिशत**	मासिक
76	**बुनियादी अवसंरचना**	3.1	**प्रधानमंत्री ग्राम सड़क योजना (पीएमजीएसवाई) के अंतर्गत सभी मौसमों में उपयोग योग्य सड़कों से जुड़े बसावटों का प्रतिशत**	मासिक
77	**बुनियादी अवसंरचना**	3.2	**प्रधानमंत्री ग्राम सड़क योजना (पीएमजीएसवाई) के अंतर्गत जिले में स्वीकृत कुल सड़क लंबाई के सापेक्ष पूर्ण की गई सभी मौसमों में उपयोग योग्य सड़क की संचयी लंबाई का प्रतिशत**	मासिक
78	**बुनियादी अवसंरचना**	4	**व्यक्तिगत घरेलू शौचालय वाले परिवारों का प्रतिशत**	मासिक
79	**बुनियादी अवसंरचना**	5	**पर्याप्त मात्रा में पेयजल (ग्रामीण क्षेत्रों में प्रतिदिन प्रति व्यक्ति 40 लीटर) की उपलब्धता वाले ग्रामीण**	मासिक

क्रम सं.	विषय	संकेतक संख्या	निगरानी योग्य आँकड़ा-बिंदु	आवृत्ति
			बसावटों का प्रतिशत	
80	**बुनियादी अवसंरचना**	6	**ग्राम पंचायत स्तर पर सामान्य सेवा केंद्रों (सीएससी) की स्थापना/कवरेज**	मासिक
81	**बुनियादी अवसंरचना**	7	**आवासविहीन अथवा कच्ची दीवार एवं कच्ची छत वाले एक कमरे के मकान अथवा कच्ची दीवार एवं कच्ची छत वाले दो कमरों के मकान में रहने वाले परिवारों के लिए निर्मित पक्के मकानों का प्रतिशत**	मासिक

REDEVELOPMENT OF RAILWAY STATION AT TIRUVALLUR AND GUMMIDIPOONDI UNDER ABSS

656. SHRI SASIKANTH SENTHIL:

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

(a) the steps taken/being taken by the Government to augment frequency and capacity on the Chennai–Tiruvallur–Arakkonam suburban section;

(b) the status of station redevelopment at Tiruvallur and Gummidipoondi under the Amrit Bharat Station Scheme (ABSS);

(c) whether new sub-urban lines, halt stations or foot-over-bridges in Tiruvallur district are under consideration and if so, the details thereof; and

(d) whether the level crossings in Tiruvallur district approved for conversion to Road Over-Bridges and if so, the details thereof?

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

(a) to (d) Presently, there are 4 existing lines in Chennai – Tiruvallur – Arakkonam section. Further, to improve the connectivity and capacity of Rail network in Chennai Suburban Area, Final Location Survey for 5th and 6th line Chennai – Tiruvallur – Arakkonam (68 km) has been sanctioned.

Sanctioning of projects requires consultation with various stakeholders 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.

Station Redevelopment

Tiruvallur and Gummidipundi stations, located in Tamil Nadu, have been identified for development under Amrit Bharat Station Scheme. Development works at this station have been taken up at a good pace.

At Tiruvallur station, the works for extension and improvement of existing station building, booking office, parking, improvement of platform surface of platform no. 1 and 6, platform shelter and the structural works of new concourse and entrance porch have been completed. The works of 12m wide foot over bridge, lifts, improvement of circulating area and signages have been taken up.

At Gummidipundi station, the works of improvement of parking, second entry booking office, improvement of platform surface of platforms 1 and 2 and 3 and 4 and installation of lifts have been completed. The works of new station building, improvement of pedestrian plaza, drainage and approach road at first entry, integrated Passenger Information System and 12 m wide foot over bridge have been taken up.

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

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

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

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths

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

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

So far, 1340 stations have been identified for development under Amrit Bharat Station Scheme, out of which 77 stations, including Tiruvallur and Gummidipundi stations, are located in Tamil Nadu. The names of stations identified for development under Amrit Bharat Station Scheme in Tamil Nadu are as following:

State	No. of Stations	Names of Stations
Tamil Nadu	77	Ambasamudram, Ambattur, Arakkonam Jn, Ariyalur, Avadi, Bommidi, Chengalpattu Jn, Chennai Beach, Chennai Egmore, Chennai Park, Chidambaram, Chinna Salem, Chrompet, Coimbatore Jn, Coimbatore North, Coonoor, Dharmapuri, Dindigul, Erode Jn., Guduvancheri, Guindy, Gummidipundi, Hosur, Jolarpettai Jn, Kanniyakumari Terminus, Karaikkudi Jn, Karur Jn, Katpadi Jn, Kovilpatti, Kulitturai, Kumbakonam, Lalgudi, Madurai Jn, Mambalam, Manaparai, Mannargudi, Mayiladuturai Jn, Mettupalayam, Morappur, Nagercoil Jn, Namakkal, Palani, Paramakkudi, Perambur, Podanur Jn., Pollachi Jn, Polur, Pudukkottai, Puratchi Thalaivar Dr. M.G. Ramachandran Central, Rajapalayam, Ramanathapuram, Rameswaram, Salem, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St.Thomas Mount, Tambaram, Tenkasi, Thanjavur Jn, Thiruvarur Jn., Tiruchendur, Tirunelveli Jn, Tirupadripulyur,

State	No. of Stations	Names of Stations
		Tirupattur, Tiruppur, Tirusulam, Tiruttani, Tiruvallur, Tiruvannamalai, Tuticorin, Udagamandalam, Vellore Cantt., Villupuram Jn., Virudhunagar, Vriddhachalam Jn.

Completed Stations:

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

State	No. of Stations	Name of Stations
Tamil Nadu	26	Ambasamudram, Bommidi, Chennai Park, Chidambaram, Chinna Salem, Coonoor, Karaikkudi Junction, Kulitturai, Mambalam, Manaparai, Mannargudi, Morappur, Namakkal, Palani, Paramakkudi, Pollachi Junction, Polur, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St.Thomas Mount, Thiruvarur Junction, Tiruvannamalai,

State	No. of Stations	Name of Stations
		Udagamandalam, Vriddhachalam Junction

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:

- **Virudhunagar station:** The works of improvement of circulating area, parking, entry/exit gate, installation of Coach Indication Boards and Train Indication Boards have been completed. The works of improvement of station building including entrance porch and 6 m wide foot over bridge have been taken up.
- **Karur Junction station:** The works of improvement of station building, 12 m wide foot over bridge, improvement of circulating area, parking, main entrance gate, waiting hall, toilets, parcel office building, improvement of platform resurface and platform widening of platform no.1 have been completed. The works of lifts and escalators have been taken up.
- **Thanjavur Junction station:** The works of entrance porch, improvement of circulating area including landscaping, concourse and subway, platform shelter, arrival lobby, exit gate, booking office, installation of Coach Indication Board, Train Indication Board and signages have been completed. The works of parking, lift and escalator

have been takenup.

- **Villupuram Junction station:** The works of new arrival building, Government Railway Police (GRP) building, platform shelter, improvement of platform surface, booking office, improvement of parking, parcel office and signages have been completed. The works of 6 m wide foot over bridge, improvements of circulating area, parking, concourse, departure building, entrance gate, installation of Coach Indication Board, Train Indication Board and escalator have been taken up.

- **Rameswaram station:** The works of revamping of Multi Functional Complex (MFC) building into retiring rooms, structural works of East and North terminal building, parcel office, residential tower, departure forecourt, arrival forecourt, substation building and sewage treatment plant have been completed. The finishing works of East terminal building, North terminal building, departure forecourt, sewage treatment plant, arrival forecourt, platform shelter and improvement of waiting hall have been taken up.

Development / Upgradation of railway stations is a complex in nature involving safety of passengers and trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical fibre cables,

gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and completion time.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 ‘Customer Amenities’. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. Tamil Nadu is covered under the jurisdiction of three railway zones, namely, Southern Railway, South Western Railway and South Coast Railway. For these zones, an allocation of ₹ 1,298 crore has been made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 582 crore has been incurred so far.

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 their impact on safety in train operations, mobility of trains and impact for road users and feasibility etc.

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

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (814 Nos. in the State of Tamil Nadu)

As on 01.06.2026, 4,993 Nos. ROBs/ RUBs works are sanctioned at a cost of approx. ₹1,17,492 Cr on Indian Railways including 248 Nos. ROBs/ RUBs works at a cost of approx. ₹ 4,952 Cr in the State of Tamil Nadu which are at various stages of planning and execution.

As on 01.04.2026, Indian Railways has 15,689 Nos. of Manned Level Crossings (MLCs) on Broad Gauge (BG). Of these, 1,211 Nos. MLCs are situated in the State of Tamil Nadu, including 26 Nos. MLCs falling within the Tiruvallur district. 16 Nos. ROB/RUB works (excluding the non-feasible works) are sanctioned for elimination of LCs in the Tiruvallur district. The details are as under:

S.No	LC No.	ROB/ RUB	Total cost (₹ in crore)	Current Status
1	LC No. 13 at km 31/12 - 14 on Tiruninravur - Tiruvallur section	ROB	36	Railway Portion has been completed. Approach Portion work has been taken up.
2	LC No. 20 at km 44/30-45/2 on Tiruvallur – Kadambattur section	RUB	9	GAD preparation work has been taken up.
3	LC No. 22 at km 50/8-10 on Tiruvallur – Kadambattur section	RUB	5	The work of DPR preparation has been taken up.
4	LC No. 25 at km 57/32-58/2 on Kadambattur –	ROB cum RUB	37	GAD preparation work has been taken up.

	Tiruvalangadu section			
5	LC No. 42 at km 83/10-12 on Tiruttani - Ponpadi section	RUB	35	The work of DPR preparation has been taken up.
6	LC No. 45 at km 88/21-25 on Tiruttani - Ponpadi section	ROB	43	The work of DPR preparation has been taken up.
7	LC No. 2 at km 2A/40-42 on Basin Bridge Junction – Korukkupet section	ROB	37	GAD has been approved.
8	LC No. 14 at km 22/14-16 on Attippattu - Minjur section	ROB	41	Construction work has been taken up.
9	LC No. 16 at km 24/16-18 on	ROB	39	Construction work has been taken up.

	Attippattu - Minjur section			
10	LC No. 20 at km 28/22-24 on Minjur – Ponneri section	ROB	39	Land acquisition has been taken up.
11	LC No. 23 at km 32/02-04 on Minjur – Ponneri section	ROB	41	Land acquisition has been taken up.
12	LC No. 25 at km 33/42-34/2 on Ponneri – Kavaraippettai section	ROB	41	Land acquisition has been taken up.
13	LC No. 26 at km 35/06-08 on Ponneri – Kavaraippettai section	ROB	40	Railway Portion is Completed and Work for Approach Portion has been taken up.
14	LC No. 30 at km 40/22-24 on	ROB	41	Land acquisition has been taken up.

	Kavaraippettai – Gummidipundi section			
15	LC No. 31 at km 41/36-38 on Kavaraippettai– Gummidipundi section	ROB cum RUB	34	Alignment yet to be finalized.
16	LC No. 35 at km 48/10-12 on Gummidipundi – Elavur section	ROB	35	Land acquisition has been taken up.

Completion and commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

TAMIL NADU:

Railway Budget:

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

Period	Outlay
2009-14	₹ 879 crore/year
2026-27	₹ 7,611 crore (more than 8 times)

Track Construction:

The details of constructing new track falling fully/partly in the State of Tamil Nadu are as under:

Period	New track Commissioned
2009-14	923 km
2014-26	1,356 km

Projects sanctioned:

As on 01.04.2026, 19 projects (08 new line, 03 gauge conversion and 08 doubling) of total length of 1,874 km, costing ₹27,282 Crore, falling fully/partly in the State of Tamil Nadu have been sanctioned. The summary is as under:

Category	No. of projects	Total Length (in km)	Length Commissioned till March, 2026 (in km)	Total Exp. upto March, 2026 (₹ in Cr.)
New Line	8	811	24	1,514
Gauge Conversion	3	748	631	3,605
Doubling /Multi-tracking	8	314	54	3,693
Total	**19**	**1,874**	**709**	**8,811**

Recently Completed Projects:

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

S.N.	Project	Cost (₹ in Crores)
1	Dindigul - Pollachi gauge conversion (121 km)	610
2	Pollachi - Palghat gauge conversion (56 km)	350
3	Pollachi - Podhanur gauge conversion (40 km)	400
4	Quilon - Tiruchendur gauge conversion (357 km)	1,122
5	Mayiladuturai - Karaikkudi gauge conversion (187 km)	1,338
6	Madurai - Bodiyakannur gauge conversion (90 km)	593
7	Chengalpattu - Villupuram doubling (102 km)	670

8	Tiruvallur - Arakkonam 4th line (27 km)	83
9	Thanjavur - Ponmalai doubling (48 km)	370
10	Villupuram - Dindigul doubling (273 km)	2,000
11	Chennai Beach - Attipattu 4th line (22 km)	293
12	Omalur - Metturdam Patch doubling (29 km)	327
13	Chengalpattu - Villupuram and Tambaram - Chengalpattu - 3rd line (133 km)	1,122
14	Salem - Omalur doubling (11 km)	115
15	Madurai - Tuticorin doubling (160 km)	1,891
16	Maniyachi - Nagercoil doubling (102 km)	1,752
17	Chennai Beach - Chennai Egmore doubling (4 km)	272

Ongoing Projects:

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

S.N.	**Project**	**Cost (₹ in Crores)**
1	Tindivanam - Nagari new line (184 km)	3,631
2	Morappur - Dharmapuri new line (36 km)	359
3	Trivandrum - Kanyakumari doubling (87 km)	4,494
4	Irugur - Podanur doubling (11 km)	277
5	Tambaram - Chengalpattu 4th Line (30 km)	757

6	Attipattu - Gummidipundi 3rd and 4th line (23 km)	365
7	Tirupati - Katpadi doubling (105 km)	1,216
8	Tindivanam - Tiruvannamalai New Line (71 km)	1,400
9	Attipattu – Puttur New Line (88 km)	1,700
10	Chennai – Cuddulore New Line (179 km)	2,670
11	Baiyapannahalli - Hosur doubling (48 km)	1,160
12	Arakkonam - Chengalpattu doubling (68 km)	993
13	Erode - Karur doubling (67 km)	986

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)	93	47	46

4.	Mannargudi - Pattukkottai new line (41 km)	204	0	204
5.	Thanjavur - Pattukottai new line (52 km)	152	0	152

Summary of the status of land acquisition in Tamil Nadu is as under:

Total Land required for Projects in Tamil Nadu	4,612 ha
Land Acquired	1,178 ha (26%)
Balance Land to be acquired	3,434 ha (74%)

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.

ई-रिक्शा को दूर से ही बंद करने के लिए मोबाइल एप्लिकेशन का दुरुपयोग

657. श्री चंदन चौहानः

क्या **इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री** यह बनाने की कृपा करेंगे किः

(क) क्या सरकार ने ई-रिक्शा और अन्य इलेक्ट्रिक वाहनों को दूर से ही बंद करने और चालकों, विशेष रूप से आर्थिक रूप से कमजोर ई-रिक्शा चालकों से वाहनों को पुनः चालू करने के बहाने धन उगाही करने के दुष्प्रयोजन में बैटरी प्रबंधन प्रणालियों से संबद्ध मोबाइल एप्लीकेशनों के दुरुपयोग की घटनाओं का संज्ञान लिया है;

(ख) यदि हां, तो क्या सरकार राज्य सरकारों के समन्वय से ऐसी घटनाओं के लिए जिम्मेदार व्यक्तियों और संस्थाओं की पहचान करने, उनके विरुद्ध दंडात्मक कार्रवाई शुरू करने और प्रभावित चालकों को उचित राहत प्रदान करने पर विचार कर रही है;

(ग) यदि हां, तो क्या सरकार इलेक्ट्रिक वाहनों में जुड़े मोबाइल अनुप्रयोगों और बैटरी प्रबंधन प्रणालियों के लिए अनिवार्य साइबर सुरक्षा और प्रमाणीकरण मानकों को लागू करने का विचार कर रही है; और

(घ) देश में इलेक्ट्रिक वाहनों के बढ़ते उपयोग को देखते हुए ऐसी घटनाओं की पुनरावृत्ति को रोकने और उपभोक्ता संरक्षण सुनिश्चित करने के लिए सरकार द्वारा किए जा रहे अन्य उपायों का ब्यौरा क्या है?

वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय में राज्य मंत्री (श्री जितिन प्रसाद):

(क) से (घ): सरकार ने कुछ बैटरी मैनेजमेंट सिस्टम (बीएमएस) मोबाइल एप्लिकेशन के दुरुपयोग की रिपोर्टों का संज्ञान लिया है, जिनके माध्यम से ई-रिक्शा की बैटरियों को अनधिकृत रूप से दूरस्थ नियंत्रण द्वारा नियंत्रित किया जा रहा था। 3 जुलाई 2026 को सरकार ने ऐप स्टोर से ऐसे एप्लिकेशन हटाने के आदेश जारी किए।

इसके अलावा, सरकार ने डिजिटल इकोसिस्टम में साइबर सुरक्षा और डिजिटल लचीलेपन को सुदृढ़ करने के लिए एक राष्ट्रव्यापी एकीकृत और समन्वित तंत्र को संस्थागत रूप दिया है, जिसमें अन्य बातों के साथ-साथ निम्नलिखित शामिल हैं:

i. राष्ट्रीय सुरक्षा परिषद सचिवालय (एनएससीएस) के अंतर्गत राष्ट्रीय साइबर सुरक्षा समन्वयक (एनसीएससी) की नियुक्ति विभिन्न एजेंसियों के बीच साइबर सुरक्षा से संबंधित समन्वय सुनिश्चित करने के लिए की गई है।

ii. भारतीय कम्प्यूटर आपातकालीन प्रतिक्रिया दल (सर्ट-इन) को सूचना प्रौद्योगिकी (आईटी) अधिनियम, 2000 की धारा 70बी के प्रावधानों के तहत साइबर सुरक्षा घटनाओं पर

कार्रवाई करने के लिए राष्ट्रीय एजेंसी के रूप में नामित किया गया है।

iii. सर्ट-इन द्वारा कार्यान्वित राष्ट्रीय साइबर समन्वय केंद्र (एनसीसीसी) साइबर सुरक्षा खतरों का पता लगाने के लिए साइबर स्पेस की जांच करता है। यह कार्रवाई करने के लिए संबंधित संगठनों, राज्य सरकारों और हितधारक एजेंसियों के साथ जानकारी साझा करता है।

iv. सरकार ने सूचना प्रौद्योगिकी अधिनियम, 2000 की धारा 70क के उपबंधों के अंतर्गत देश में महत्वपूर्ण सूचना अवसंरचना के संरक्षण के लिए राष्ट्रीय महत्वपूर्ण सूचना अवसंरचना संरक्षण केन्द्र (एनसीआईआईपीसी) की स्थापना की है।

v. उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय के उपभोक्ता मामले विभाग द्वारा प्रशासित उपभोक्ता संरक्षण अधिनियम, 2019 को वैश्वीकरण, प्रौद्योगिकियों, ई-कॉमर्स बाजारों आदि के युग में उपभोक्ता संरक्षण को नियंत्रित करने वाले तंत्र को आधुनिक बनाने के लिए अधिनियमित किया गया था।

vi. सूचना सुरक्षा शिक्षा एवं जागरूकता (आईएसईए) परियोजना को सूचना सुरक्षा क्षेत्र में मानव संसाधनों को सुदृढ़ करने और सामान्य जागरूकता पैदा करने के लिए एमईआईटीवाई द्वारा कार्यान्वित किया जा रहा है। साइबर स्वच्छता एवं साइबर सुरक्षा के विभिन्न पहलुओं पर जागरूकता सामग्री www.staysafeonline.in, www.infosecawareness.in और www.csk.gov.in जैसे पोर्टलों के माध्यम से प्रसारित की जाती है।

कोयले के लिए प्रेषण आदेश जारी करने में भ्रष्टाचार

658. श्री वीरेन्द्र सिंह:

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

(क) क्या सरकार को इस बात की जानकारी है कि घटिया गुणवत्ता वाले कोयले के लिए प्रेषण आदेश (डीओ) जारी करके और फिर उसके स्थान पर बेहतर गुणवत्ता के कोयले की आपूर्ति करके

भ्रष्टाचार किया जा रहा है;

(ख) यदि हां, तो अब तक कितने व्यापारियों पर मुकदमा चलाया गया है और कितने लोगों को जेल में डाला गया है;

(ग) क्या सरकार द्वारा उत्तर प्रदेश के चंदौली जिले के शाहूपुरी क्षेत्र में नकली डीओ के माध्यम से गुणवत्तापूर्ण कोयले की तस्करी करने पर रोक लगाने पर विचार कर रही है;

(घ) यदि हां, तो फर्जी डीओ के माध्यम से होने वाली तस्करी को कब तक रोका जाएगा; और

(ड.) यदि नहीं, तो इसके क्या कारण हैं?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे): (क) : मंत्रालय में निम्न ग्रेड के कोयले के लिए प्रेषण आदेश (डीओ) हेतु उच्च ग्रेड कोयले की आपूर्ति करने का कोई भ्रष्टाचार का मामला सिद्ध नहीं हुआ है।

(ख) से (ड.) : उपर्युक्त को ध्यान में रखते हुए प्रश्न नहीं उठता।

RAJPURA - MOHALI RAILWAY PROJECT

659. SHRI GURMEET SINGH MEET HAYER:

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

(a) the details of the current status, financial outlay and completion timeline of the approved Rajpura-Mohali railway line project;

(b) the details of the section-wise maximum permissible speed limit from Bathinda to Chandigarh via new track and plans to upgrade the tracks to increase train speeds on this route;

(c) whether trains coming from the Malwa region require an engine reversal at Rajpura Junction to reach Mohali and if so, the details thereof;

(d) whether the feasibility of a crossing with the Ambala-Sirhind via grade-separated crossing track was studied and if so, the details thereof;

(e) whether new trains are planned from Delhi to Chandigarh via this new route with a stop at Mohali and if so, the details thereof; and

(f) whether any new stations, logistics hubs or dry ports are planned along this new track to boost local trade 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) : Rajpura – Mohali new line project (18 Km) has been sanctioned recently at a cost of Rs. 443 crore. This project will directly connect Southern Punjab (Bathinda area), between Sirhind – Gobindgarh and Rajpura area to Chandigarh avoiding Ambala. Land acquisition has been taken up. The project has been declared as special Railway Project. Total 73 Ha of land is required for the project. Preliminary notification for land acquisition has been issued. An outlay of Rs. 100 crore has been allocated for this project in FY 2026-27.

This new Railway line connecting Rajpura to Sahibzada Ajit Singh Nagar (Mohali) is set to transform regional connectivity by seamlessly linking major hubs like Rajpura Junction, Sarai Banjara and Sahibzada Ajit Singh Nagar (Mohali). This project addresses a long-standing demand of the people of Punjab’s Malwa region for shorter and more direct rail connectivity to the state capital. This project will provide a boost to local economy.

The speed potential of Bathinda - Rajpura route has been upgraded to 110 kmph.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Punjab:

Railway Budget:

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

Period	**Outlay**
2009-14	₹225 crore/year
2026-27	₹ 5,673 Cr. (More than 25 times)

Projects Sanctioned:

As on 01.04.2026, 11 projects (06 new line and 05 doubling) of total length 745 Km, costing Rs.24,708 crore, falling fully/partly in the Punjab including Fatehgarh Sahib are sanctioned. The summary is as under:-

Category	No. of projects	Total Length	Length Commissioned	Expenditure upto March 2025 (Rs.in Crore)
New line	06	283 Km	75 Km	9,246
Doubling /multitracking	05	462 Km	80 Km	1,631
Total	11	745 Km	155 Km	10,878

Recently Completed Projects:

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

S. No.	Project	Cost (Rs. in Cr.)
1	Chakki Bank-Bharoli Doubling (3 Km)	15
2	Jakhal- Mansa Doubling (45 Km)	163
3	Mirthal-Bhangala Beas River Doubling (3 Km)	74
4	Ambala-Dhapper-Chandigarh Doubling (45 Km)	339
5	Mansa – Bhatinda Doubling (49 Km)	216
6	Amritsar - Chheharta Doubling (7 Km)	31
7	Jallandhar-Pathankot-Jammu Tawi Doubling (209 km)	850
8	Kathua-Madhopur Punjab - doubling including Bridge on Ravi (3 Km)	257
9	Rajpura-Bhatinda Doubling (173 Km)	2,459

Ongoing Projects:

Some of the projects falling fully/partly in the Punjab including Fatehgarh Sahib which have been taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Nangal Dam-Talwara - Mukerian New line (123 Km)	3,726
2	Bhanupalli-Bilaspur-Beri New Line(63 Km)	13,770
3	Qadian-Beas New Line(40 km)	842
4	Ferozpur-Patti New Line (26 Km)	764
5	Rama Mandi(Raman)-Maur Mandi(Maur) via Talwandi Sabo (29 km) New Line	154
6	Ludhiana-Kila Raipur doubling (19 Km)	260
7	Ludhiana-Mullanpur doubling (21 Km)	359
8	Rajpura-Mohali New Line (18 km)	443
9	Rajpura Bypass line (14 km)	412

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	Firozpur-Patti new line	166	0	166
2	Alal-Himmatana Chord line	20	0	20
3	Qadian-Beas New Line	167	0	167

4	Rama Mandi(Raman)-Talwandi Sabo New Line	192	0	192

Details of Projects delayed on account of State Govt:

Firozpur-Patti New line (26 km):

Firozpur-Patti New line (26 km) situated fully in Punjab is an important project near the international border. This project was sanctioned in the year 2017-18 at a cost of Rs.300 crore.

Land for this project was to be handed over free of cost by State Government of Punjab. However, land acquisition was not done by State Government. Total 166 Ha land is to be acquired in the districts of Firozpur and Tarn Taran.

Considering importance of this project on strategic consideration, it has been decided to take up this new line project at Central Government cost including land acquisition. Now, Land acquisition is in advanced stage and Award has been declared.

Rama Mandi-Sadda Singhwala New Line via Talwandi Sabo (43 km):

To provide direct rail connectivity to Talwandi Sabo, the work of new rail line between Rama Mandi to Sadda Singhwala via Talwandi Sabo was sanctioned at an estimated cost of Rs. 231 Crore.

Land for this project was to be handed over free of cost by State Government of Punjab. However, land acquisition was not started by State Government of Punjab even after passage of several years .

Considering importance of this project for providing direct connectivity to Takht Shri Damdama Sahib at Talwandi Sabo, it has been decided to take up this new line project at Central Government cost including land acquisition.

The project has been declared as special Railway Project and land acquisition has been taken up. Competent Authority for Land Acquisition (CALA) has also been nominated for taking up land acquisition.

Qadian – Beas New line (40 km):

Qadian-Beas (40 Km) New Rail Line Project was sanctioned in 2011-12. However, the project could not be taken forward due to law and order issues. The project was then kept in abeyance. However, considering importance of this project, it has been decided to take up the work again. The project has been declared as special Railway Project.

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

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

Train Services:

At Present, there is no direct rail link between Rajpura and Sahibzada Ajeet Singh Nagar (Mohali). Further, no direct passenger train services are available from Bathinda, Patiala and Ludhiana to directly connect Sahibzada Ajeet Singh Nagar (Mohali) via Rajpura. The direct route from Ludhiana to Mohali is via Sanehwal with no engine reversal. However, presently goods train movement is done from Dhuri/Bathinda to Sirhind side by engine reversal at Rajpura.

The direct route from Delhi to Chandigarh is via Ambala Cantt. without passing through Sahibzada Ajeet Singh Nagar (Mohali). The new proposed route can provide additional means of connectivity to Chandigarh via Sahibzada Ajeet Singh Nagar (Mohali).

Presently, Chandigarh - Delhi sector is served by 21 pairs of trains as listed below:-

SN	Train No. and Name
1	14217/14218 Prayagraj Sangam - Chandigarh Express
2	12217/12218 Thiruvananthapuram North - Chandigarh Express
3	22447/22448 New Delhi - Amb Andaura Vande Bharat Express
4	22455/22456 Sainagar Shirdi - Kalka Express
5	12011/12012 New Delhi - Kalka Shatabdi Express

6	22451/22452 Bandra (T)- Chandigarh Express
7	22685/22686 Yesvantpur - Chandigarh Express
8	20977/20978 Ajmer - Chandigarh Vande Bharat Express
9	12449/12450 Madgaon Junction - Chandigarh Express
10	14331/14332 Delhi - Kalka Express
11	12005/12006 New Delhi - Kalka Shatabdi Express
12	12045/12046 New Delhi - Chandigarh Shatabdi Express
13	13051/13052 Howrah - Kalka Express
14	18101/18102 Tatanagar - Jammu Tawi Express
15	18309/18310 Sambalpur - Jammu Tawi Express
16	20493/20494 Madurai - Chandigarh Express
17	11905/11906 Agra Cantt - Hoshiarpur Express
18	12925/12926 Bandra (T)- Amritsar Express
19	22709/22710 Nanded - Amb Andaura Express
20	12057/12058 New Delhi - Daulatpur Chowk Jan Shatabdi Express
21	19307/19308 Indore - Una Himachal Express

Similarly, Mohali - Delhi sector is served by 04 pairs of trains as under:-

SN	Train No. and Name
1	12925/12926 Bandra Terminus - Amritsar Express
2	22709/22710 Nanded - Amb Andaura Express
3	12057/12058 New Delhi - Daulatpur Chowk Jan Shatabdi Express
4	19307/19308 Indore - Una Himachal Express

Likewise, Mohali - Chandigarh sector is served by 28 train services, as under:-

SN	Train No. and Name
1	12057/12058 New Delhi - Daulatpur Chowk Jan Shatabdi Express
2	12411/12412 Chandigarh - Amritsar Express
3	12925/12926 Bandra (T) - Amritsar Express
4	14503/14504 Kalka - Shri Mata Vaishno Devi Katra Express
5	14541/14542 Chandigarh - Amritsar Express
6	14609/14610 Yog Nagari Rishikesh - Shri Mata Vaishno Devi Katra Express

7	14615/14616 Lalkua - Amritsar Express
8	19307/19308 Indore - Una Himachal Express
9	14629/14630 Chandigarh - Firozpur Cant Express
10	19411/19412 Gandhinagar Capital - Daulatpur Chowk Express
11	22709/22710 Nanded - Amb Andaura Express
12	64563/64564 Raipur Hariyana - Amb Andaura MEMU
13	74991/74992 Ambala Cantt - Daulatpur Chowk DMU
14	64516 Nangal Dam - Ambala Cantt MEMU
15	74645 Ambala Cantt - Jalandhar City DMU

Introduction of new train services, which is an on-going process, depends on various factors which include-

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets.
- Occupancy and the traffic requirement of the section

RENEWABLE ENERGY POTENTIAL IN NORTH EASTERN REGION

660. **SHRI JOYANTA BASUMATARY**

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

(a) the details of the current renewable energy generation and the estimated renewable energy potential of the North-Eastern Region of India, Source and state-wise;

(b) whether only about 4-5 GW of renewable energy capacity has been installed in the North Eastern Region (NER) against a potential of nearly 129 GW and if so, the details thereof along with the reasons for under-utilisation of the capacity;

(c) whether policy uncertainty and withdrawal of State-level clean energy policies have affected investor confidence in Assam and if so, the details thereof; and

(d) the details of the targeted measures proposed and the action taken by the Government for storage solutions, small hydro promotion or special incentives to bridge the gap between potential and installed capacity?

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 details of source and State-wise renewable energy generation, estimated potential and installed capacity in North-Eastern Region are given in **STATEMENT - I**. The reasons for under-utilisation of the capacity includes less intense solar irradiation in comparison to other States, geographical

constraints such as hilly and uneven terrain/forest lands, less working seasons, low electricity demand, contribute to increased cost for setting up of renewable energy projects and can make the access difficult, making infrastructure development complex and costly.

(c) Following two policies have been notified by the Govt. of Assam and are already under force:

i. Assam Solar Power Generation Promotion Policy 2025

ii. Assam Pumped Storage Power Generation Promotion Policy 2025

These policies have been able to create ecosystem to boost investor confidence, thereby attracting private and public sector investment in the renewable energy sector of Assam.

(d) The details of the targeted measures proposed and the action taken by the Government for storage solutions, small hydro promotion or special incentives to bridge the gap between potential and installed capacity in the Country including in North Eastern Region are given in **STATEMENT- II.**

STATEMENT- I

Details of Source Wise Renewable Energy Generation in North-Eastern Region (in Million Units):

Year	Name of State/UT	Solar	Small Hydro	Others	Renewable Energy Total	Large Hydro	Total RE including Large Hydro
2025-26	Arunachal Pradesh	2.37	0.34	0.00	2.70	4854.46	4857.16
	Assam	330.12	139.39	0.59	470.09	1424.54	1894.63
	Manipur	8.60	0.00	0.00	8.60	576.01	584.61
	Meghalaya	0.00	159.90	0.00	159.90	879.22	1039.12
	Mizoram	29.31	25.51	0.00	54.82	263.98	318.80
	Nagaland	0.00	97.90	0.00	97.90	228.33	326.23
	Tripura	8.97	0.00	0.00	8.97	0.00	8.97

	Sub Total	**379.36**	**423.03**	**0.59**	**802.98**	**8226.54**	**9029.52**
2026-27(upto May-26)	Arunachal Pradesh	0.14	0.01	0.00	0.15	1560.04	1560.19
	Assam	65.30	22.85	0.14	88.29	138.98	227.27
	Manipur	1.43	0.00	0.00	1.43	52.79	54.22
	Meghalaya	0.00	29.85	0.00	29.85	119.87	149.72
	Mizoram	6.67	2.87	0.00	9.54	8.72	18.26
	Nagaland	0.00	5.82	0.00	5.82	15.83	21.65
	Tripura	0.91	0.00	0.00	0.91	0.00	0.91
	Sub Total	**74.45**	**61.40**	**0.14**	**135.99**	**1896.23**	**2032.22**

The estimated renewable energy potential of the North-Eastern Region of India, Source and state-wise **in MW:**

Sl. No.	**STATES / UTs**	**Solar Power**	**Wind Power**	**Small Hydro Power**	**Biomass Power**	**Waste To Energy**	**Large Hydro power**	**Total RE**
1	Arunachal Pradesh	8650	207.60	2064.92	18.46	0.00	50064	61004.98
2	Assam	13760	29.00	201.99	321.89	8.00	650	14970.88
3	Manipur	10630	6.40	99.95	62.31	2.00	1761	12561.66
4	Meghalaya	5860	40.00	230.05	68.54	2.00	2298	8498.59
5	Mizoram	9090	0.00	168.90	2.90	2.00	2131	11394.80

6	Nagaland	7290	0.00	182.18	53.90	0.00	1452	8978.08
7	Sikkim	4940	88.30	266.64	4.73	0.00	4248	9547.67
8	Tripura	2080	0.00	46.86	34.35	2.00	0.00	2163.21
	Total NER	**62300**	**371.30**	**3261.49**	**567.08**	**16.00**	**62604**	**129119.87**

The renewable energy installed capacity of the North-Eastern Region of India, Source and state-wise **as on 30.06.2026 in MW:**

S. No.	STATES / UTs	Solar Power	Small Hydro Power	Bio Power	Large Hydro Power	Total RE Capacity
1	Arunachal Pradesh	15.72	140.61	0.00	2115.00	2271.33
2	Assam	687.90	34.11	8.00	346.00	1076.01
3	Manipur	17.56	5.45	0.00	105.00	128.01
4	Meghalaya	4.28	55.03	13.80	322.00	395.11
5	Mizoram	34.40	45.47	0.00	60.00	139.87
6	Nagaland	3.68	35.07	0.00	75.00	113.75
7	Sikkim	7.56	55.11	0.00	2282.00	2344.67
8	Tripura	42.62	16.01	0.00	00	58.63
	Total (MW)	**813.72**	**386.86**	**21.80**	**5305.00**	**6527.38**

STATEMENT - II

The details of the targeted measures proposed and the action taken by the Government for storage solutions, small hydro promotion or special incentives to bridge the gap between potential and installed capacity in the North Eastern Region

- Higher Central Financial Assistance (CFA) of 30% of CERC Normative cost or project cost is kept for North Eastern Regions and districts having international borders for setting up of new Small Hydro Power (SHP) Projects of capacity 1 to 25 MW in the “Small Hydro Power Development Scheme for the period FY 2026-27 to 2030-31” as compared to 20% for other locations. Central Financial Assistance (CFA) for preparation of new Detailed Project Reports (DPRs) is also kept for identifying and preparing of pipeline of new SHP projects.
- Under PM-Surya Ghar: Muft Bijli Yojana, 10% Higher Central Financial Assistance (CFA) of Rs. 33000/kW for first 2 kWp and Rs. 19,800 for third kWp is kept for grid connected rooftop solar projects in the North Eastern Regions for residential sector. Further, for Group Housing Societies/ Residential Welfare Associations (GHS/RWA) etc, for common facilities including EV charging up to 500 kWp (@3 kWp per house) the CFA is kept as Rs 19,800/ kWp.
- Under Component-B and Component-C (Individual Pump Solarization) of PM-KUSUM Schemes, higher CFA @ 50% of the benchmark cost or the

tender cost, whichever is lower, kept for NER, Hilly region and Islands (as compared to 30% for other locations) for installing/solarizing the agriculture pumps up to 7.5 HP capacity. For agriculture feeder solarization under component C, CFA of 1.75 Crore/MW for NER/Hilly regions/Island (as compared to Rs 1.05 Crore/MW for other locations) is provided.

- New Solar Power Scheme (for Tribal and PVTG Habitations/Villages) under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA), National Green Hydrogen Mission, Viability Gap Funding (VGF) Scheme for Offshore Wind Energy Projects, Small Hydro Power Development Scheme (1 to 25 MW) have been launched.
- National Bioenergy Programme supports setting up of Biogas/Compressed Biogas/Power projects by providing 20 % higher Central Financial Assistance in NER compared to other locations.
- Under the Solar Park scheme, the Ministry provides Central Financial Assistance (CFA) of up to Rs. 25 lakh for detailed project reports and up to Rs. 20 lakh per MW (or 30% of the project cost). 20 MW solar park project in Mizoram has been commissioned.
- To promote the deployment of battery energy storage systems (BESS), the Government has granted storage systems formal **legal status** and established comprehensive **procurement guidelines**. Key incentives include **waiving Inter-State Transmission System (ISTS) charges** for up

to 12 years- with 100% waivers for specific co-located projects commissioned by June 2028- alongside recommendations to integrate storage capacity equal to at least **10% of solar project capacity** in future tenders. Furthermore, the Central Electricity Authority has implemented new **safety and construction standards** to regulate the technical requirements of BESS infrastructure

एमएसपी का कार्यान्वयन

661. श्री हरीश चंद्र मीना:

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

(क) खरीफ विपणन सीजन (केएमएस) 2026-27 के दौरान टोंक और सवाई माधोपुर जिलों में बाजरा और मक्का के लिए स्वीकृत खरीद केंद्रों की संखया और उनके स्थानों का ब्यौरा क्या है;

(ख) क्या खरीद एजेंसियों ने यह सुनिश्चित किया है कि टोंक जिले के किसान औने-पौने दामों पर अपने उत्पाद बेचने को मजबूर न हो और उसे न्यूनतम समर्थन मूल्य (एमएसपी) पर बेच सकें;

(ग) यदि हां, तो टोंक और सवाई माधोपुर जिलों में छोटे और सीमांत किसानों को न्यूनतम समर्थन मूल्य का समय पर भुगतान सुनिश्चित करने के लिए सरकार द्वारा किए गए उपायों का ब्यौरा क्या है;

(घ) क्या राजस्थान राज्य में न्यूनतम समर्थन मूल्य के अनुपालन की पुष्टि के लिए कोई स्वतंत्र संपरीक्षा कराई जा रही है; और

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

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

(क): भारत सरकार की खरीद नीति के अनुसार, राज्य सरकारों द्वारा मोटे अनाजों की खरीद विकेंद्रीकृत खरीद (डीसीपी) पद्धति में की जाती है।

खरीफ विपणन मौसम (केएमएस) 2026-27 के दौरान टोंक और सवाई माधोपुर जिलों में मिलेट (श्री अन्न) तथा मक्का के खरीद केंद्रों की संख्या एवं स्थान को राज्य सरकार द्वारा अभी अंतिम रूप नहीं दिया गया है चूंकि राज्य में केएमएस 2026-27 मौसम के तहत खरीद अभी प्रारंभ होना शेष है।

तथापि, रबी विपणन मौसम (आरएमएस) 2026-27 के दौरान टोंक तथा सवाई माधोपुर जिले में 10 खरीद केंद्रों के माध्यम से 7772 किसानों से कुल 40089 टन गेहूं की खरीद की गई।

(ख): खरीदे गए खाद्यान्नों के लिए न्यूनतम समर्थन मूल्य (एमएसपी) का भुगतान किसानों को खरीदी गई मात्रा के अनुसार किया जाता है, जिससे उन्हें अधिसूचित एमएसपी पर अपनी उपज बेचने में सुविधा होती है।

(ग): छोटे और सीमांत किसानों सहित सभी किसानों को खाद्यान्न के न्यूनतम समर्थन मूल्य (एमएसपी) का समय पर भुगतान सुनिश्चित करने के लिए, खरीद मौसम प्रारंभ होने से पूर्व व्यापक जागरूकता अभियान चलाए जाते हैं ताकि एमएसपी खरीद प्रक्रिया, पंजीकरण प्रक्रिया और भुगतान के संबंध में जानकारी का प्रसार किया जा सके। इसके अलावा, निर्धारित दिशानिर्देशों के अनुसार, खाद्यान्न के एमएसपी का भुगतान किसानों के पंजीकृत बैंक खातों में उनकी उपज की खरीद के 48 घंटों के भीतर प्रत्यक्ष लाभ अंतरण (डीबीटी) के माध्यम से किया जाता है।

(घ) और (ङ): राजस्थान में एमएसपी के अनुपालन की पुष्टि के लिए कोई विशिष्ट स्वतंत्र लेखापरीक्षा नहीं की जा रही है।

स्मार्ट खाद्यान्न एटीएम

662. श्री हरेन्द्र सिंह मलिक:

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

(क) क्या सरकार मुजफ्फरनगर लोक सभा निर्वाचन क्षेत्र में प्रवासी कामगारों के लिए वन नेशन वन राशन कार्ड योजना के अंतर्गत उचित मूल्य की दुकानों पर स्मार्ट खाद्यान्न एटीएम लगाने के लिए कोई विशेष बजटीय प्रावधान कर रही है;

(ख) क्या मुजफ्फरनगर स्थित भारतीय खाद्य निगम (एफसीआई) और राज्य भंडारण निगम के गोदाम में आधुनिक साइलो प्रौद्योगिकी को अपनाकर खाद्यान्नों के भंडारण में खाद्यान्न हानि को शून्य करने के लिए कोई समयबद्ध योजना है;

(ग) क्या सरकार सार्वजनिक वितरण प्रणाली के माध्यम से मुजफ्फरनगर में गरीबी रेखा से नीचे जीवनयापन करने वाले (बीपीएल) राशन कार्ड धारकों को फोर्टिफाइड चावल के अलावा राजसहायता प्राप्त दरों पर दालें और खाद्य तेल उपलब्ध कराने पर विचार कर रही है;

(घ) क्या प्रधानमंत्री गरीब कल्याण अन्न योजना (पीएम-जीकेएवाई) के प्रभावी कार्यान्वयन के लिए मुजफ्फरनगर के दूर- दराज के गांवों में मोबाइल राशन वैन सेवा को और सुदृढ़ करने के लिए कोई नए दिशा-निर्देश जारी किए गए हैं; और

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

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

(क) और (ख): अन्नपूर्ति ब्रांड नाम से जानी जाने वाली अनाज एटीएम, विश्व खाद्य कार्यक्रम (डब्ल्यूएफपी), भारत द्वारा डिजाइन, परिकल्पित और विकसित की गई है। इस स्वचालित अनाज वितरण मशीन का उद्देश्य मौजूदा बायोमेट्रिक प्रमाणीकरण प्रणाली का उपयोग करके लाभार्थियों को अनाज की 24/7 त्वरित, सटीक और पारदर्शी उपलब्धता प्रदान करके उन्हें बेहतर अनुभव देना है। इसका उद्देश्य राष्ट्रीय खाद्य सुरक्षा अधिनियम/एक राष्ट्र एक राशन कार्ड के प्रवासी लाभार्थियों को उनके टीपीडीएस (लक्षित सार्वजनिक वितरण प्रणाली) के तहत मिलने वाले लाभों तक पहुंच बढ़ाना और सटीक वजन सुनिश्चित करना भी है।

भारत सरकार की भूमिका इस पहल में इच्छुक राज्यों और संयुक्त राष्ट्र विश्व खाद्य कार्यक्रम (डब्ल्यूएफपी) को समन्वयक के रूप में सुविधा प्रदान करने तक ही सीमित है। भारत सरकार ने देश में प्रवासी श्रमिकों के लिए 'एक राष्ट्र एक राशन कार्ड' योजना के तहत उचित दर दुकानों (एफपीएस) पर स्मार्ट अनाज एटीएम स्थापित करने के लिए कोई बजटीय प्रावधान नहीं किया है। साइलो भंडारण मशीनीकृत और स्वचालित है, जिससे नुकसान को कम करने में मदद मिलती है। इसके अलावा, साइलो का निर्माण सार्वजनिक-निजी भागीदारी (पीपीपी) के आधार पर किया जा रहा है और किसी भी असामान्य नुकसान के लिए रियायतग्राही उत्तरदायी होगा। साइलो में गेहूं के भंडारण में, यदि भंडारण अवधि एक वर्ष से अधिक है, तो अधिकतम नुकसान केवल ग्रहण की गई मात्रा के 0.05% तक ही स्वीकार्य है।

वर्तमान में, मुजफ्फरनगर लोकसभा क्षेत्र में भारतीय खाद्य निगम (एफसीआई) या राज्य भांडागारण निगम (एसडब्ल्यूसी) द्वारा किसी भी स्टील साइलो परियोजना की योजना नहीं बनाई गई है।

(ग): लक्षित सार्वजनिक वितरण प्रणाली (टीपीडीएस) अब राष्ट्रीय खाद्य सुरक्षा अधिनियम, 2013 (एनएफएसए) के प्रावधानों के अनुसार संचालित होती है। अधिनियम के अंतर्गत, "खाद्यान्न" शब्द को चावल, गेहूं या मोटे अनाज या इनमें से किसी भी संयोजन के रूप में परिभाषित किया गया है, जो समय-समय पर केंद्र सरकार द्वारा आदेश के माध्यम से निर्धारित गुणवत्ता मानकों के अनुरूप हो।

वर्तमान में, दालों और खाद्य तेलों जैसी अन्य और वस्तुओं को इस योजना में शामिल करने का कोई प्रस्ताव सरकार के विचाराधीन नहीं है।

(घ) और (ङ): राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए), 2013 के अंतर्गत लक्षित सार्वजनिक वितरण प्रणाली (टीपीडीएस) का संचालन केंद्र और राज्य/संघ राज्य क्षेत्र सरकारों की संयुक्त जिम्मेदारी के तहत किया जाता है। राज्यों/संघ राज्य क्षेत्रों के भीतर खाद्यान्न आवंटन, पात्र लाभार्थियों की पहचान, उन्हें राशन कार्ड जारी करना, टीपीडीएस के तहत पात्र लाभार्थियों को खाद्यान्न वितरण, उचित दर दुकानों के डीलरों को लाइसेंस जारी करना, एफपीएस की कार्य

पद्धति की निगरानी और पर्यवेक्षण आदि की प्रचालन संबंधी जिम्मेदारियां संबंधित राज्य/संघ राज्य क्षेत्र सरकारों के पास हैं।

उत्तर प्रदेश सरकार ने सूचित किया है कि लाभार्थियों को खाद्यान्न का सुविधाजनक वितरण सुनिश्चित करने के लिए प्रत्येक ग्राम पंचायत स्तर पर उचित दर दुकानें (एफपीएस) कार्यरत हैं और खाद्यान्न का वितरण इलेक्ट्रॉनिक वजन मशीनों से एकीकृत ई-पीओएस मशीनों के माध्यम से किया जा रहा है।

FUNDS FOR RAILWAY DEVELOPMENT AND SAFETY ENHANCEMENT

663. SHRI NAGESH BAPURAO AASHTIKAR PATIL:

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

(a) whether the Government has undertaken any new initiatives for modernisation of railway infrastructure across the country during the last three years;

(b) if so, the details thereof, State/UT-wise;

(c) the steps taken/being taken by the Government to improve passenger safety and reduce railway accidents during the said period; and

(d) the funds allocated and utilised for railway development and safety enhancement during the last three years, year-wise?

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

(a) to (d): Safety is accorded the highest priority on Indian Railways. As a

consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.

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

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

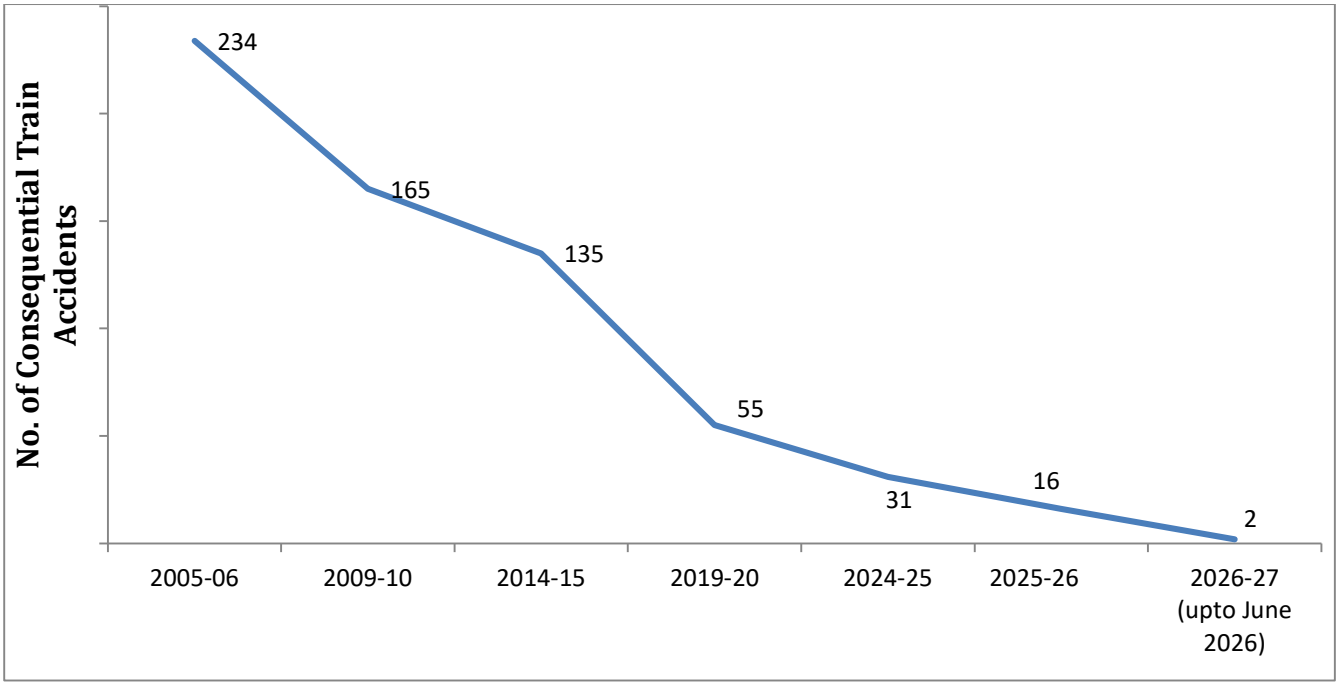
Another important index showing improvement in safety in train operations is Consequential Accident Index, the details of which are as under:-

Consequential Accident Index:-

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

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

$$\text{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers run}}$$



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

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

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

2026-27	1,20,389

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,671 stations up to 30.06.2026 to reduce accidents due to human failure.

3. Interlocking of Level Crossing (LC) Gates has been provided at 10,395 Level Crossing Gates up to 30.06.2026 for enhancing safety at LC Gates.

4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,671 stations up to 30.06.2026.

5. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.

6. System of disconnection and reconnection for SandT 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 and Wagons) is undertaken to ensure safe train operations.

22. Replacement of conventional ICF design coaches with LHB design coaches is being done.

23. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.

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

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

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

27. Regular counselling and training of staff is undertaken.

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

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

S.No.	**Item**	**2004-05 to 2013-14**	**2014-15 to 2025-26**	**2014-26 Vs. 2004-14**
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.63 Lakh Km	More than 2.8 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	87,219 Km	Nearly 9 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14:	As on 31.03.26: 31,693 Nos.	352 times

		90 Nos.		
5.	Thick Web Switches (Nos.)	Nil	35,971 Nos.	
	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	57,583 Km	1.78 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2.25 Crore	More than 2.8 times
3.	Weld failures (Nos.)	In 2013-14: 3,699 Nos.	In 2025-26: 272 Nos.	93 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2,548 Nos.	In 2025-26: 208 Nos.	92% reduction
	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	36,429 Km	Almost 2.5 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	14,362 Nos.	More than 3 times
3.	Unmanned Level crossings	As on 31.03.14:	As on 31.03.26:Nil	Removed

	(Nos.) on BG	8,948	(All eliminated by 31.01.19)	
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	49,366	More than 21 times

Implementation of Kavach:-

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).

2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.

3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.

4. Kavach was adopted as National ATP system in July, 2020.

5. Implementation of Kavach System involves following Key Activities:-

a. Installation of Station Kavach at each and every station, block section.

b. Installation of RFID Tags throughout the track length.

c. Installation of telecom Towers throughout the section.

d. Laying of Optical Fibre Cable along the track.

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

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

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

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

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2490 Route Kilometres as on 13.07.2026, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:-

S.No.	Section	Progress (RouteKm)
(1)	**Delhi-Mumbai route: 1344 Rkm**	
i	Tilak Bridge – Junction cabin – Palwal – Mathura –Nagda – Vadodra– Virar section (Except Mangalmhudi – Panchpipliya)	1248
ii	Vadodara – Ahmedabad section	96
(2)	**Delhi – Howrah route: 1146 Rkm**	
i.	Chipyana – Tundla–Kanpur–Subedarganj section	563
ii.	Kanpur – Lucknow section	71
iii.	DDU(FOC) –Bhabua Road section	50
iv.	Sasaram – Pheser section	43
v.	Gaya – Sarmatarn – Nimiaghat section	159
vi.	Chota Ambana - Bardhaman – Howrah section	260

10. In addition, track side Kavach implementation work is being taken up on 21,937 RKM covering all GQ,GD,HDN and identified sections of Indian Railways.

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

S. No.	Item	Progress
i	Laying of Optical Fibre Cable	11,253 Km
ii	Installation of Telecom Towers	1,668 Nos.
iii	Station Data Centre	958 Station
iv	Installation of Track side equipment	7,721 RKm
v	Provision of Kavach in Loco	6,045 Nos.

12. In addition, work for installation of Kavach in 7,435 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and engineers have been trained on Kavach technology. This includes about 57,000 Loco Pilots and Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.

14. The funds utilized on Kavach works so far up to Jun'26 is Rs.3874.9 cr. The allocation of funds during the year 2026-27 is Rs.2066.24 crore. Requisite funds are made available as per the progress of works.

Track construction:

Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 12 years. The details of commissioning/laying

of new track across Indian Railways is given below:-

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

Projects sanctioned:

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

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

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

During last three years i.e. FY 2023-24, 2024-25 and 2025-26 and the current FY 2026-27, 261 projects (53 New Line, 05 Gauge Conversion and 203 Doubling) of total length 14,500 Km have been sanctioned across Indian Railways.

During last three years i.e. FY 2023-24, 2024-25 and 2025-26 and the current FY 2026-27, 571 Surveys (166 New line, 03 Gauge Conversion and 402 Doubling) of total length 45,638 Km have been sanctioned across Indian Railways.

Station Redevelopment:

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

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

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

passenger traffic

- Provision of lifts/escalators/ramps
- Improvement of platform surface/ provision of platform shelter
- Provision of kiosks for local products through schemes like ‘One Station One Product’
- Parking development
- Amenities for Divyangjans
- Better passenger information systems
- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

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

So far, 1340 stations have been identified for development under Amrit Bharat Station Scheme, out of which following 261 stations have been completed:

Aishbagh Junction, Alnavar, Amb Andaura, Ambasamudram, Ambikapur, Amgaon, Anandpur Sahib, Anara, Angamali for Kaladi, Ashoknagar, Ayodhya Dham Junction, Bachhrawan, Badami, Bagalkot, Baheri, Baijnath Paprola, Balaghat, Balangir, Balod, Balrampur, Banmankhi, Bantawala, Barabhum, Baramati, Bareilly City, Baripada, Barmer, Barpali, Begumpet, Beohari, Bhaktinagar, Bhanupratappur, Bhilai, Bhind, Bijnor, Bimalgarh, Bommidi,

Bundi, Byculla, Chaibasa, Chalakudi, Champa, Chanda Fort, Chandil, Changanassery, Chennai Park, Chhindwara, Chidambaram, Chinchpokli, Chinna Salem, Chirayinkeezh, Chunar Junction, Coonoor, Cumbum, Cuttack, Dakor, Daliganj, Dallirajhara, Dauram Madhepura, Dausa, Deeg, Derol, Deshnoke, Devlali, Dhampur, Dharwad, Dhule, Digha, Dongargarh, Eluru, Fatehabad, Fatehnagar, Fatehpur, Fatehpur Shekhawati, Ferok, Gadag, Gangapur City, Garbeta, Gauriganj, Giridih, Godda, Godhra Junction, Gogameri, Gokak Road, Gola Gokarnath, Gomtinagar, Gotan, Govardhan, Govind Garh, Govindpur Road, Govindpuri, Guruvayur, Hafizpet, Haibargaon, Haldia, Haldibari, Hapa, Harpalpur, Harrawala, Hathras City, Hi-Tech City, Himayatnagar, Hodal, Hosapete, Idgah Agra Junction, Izzatnagar, Jaisalmer, Jalandhar Cantonment Junction, Jalpaiguri Road, Jam Jodhpur, Jam Wanthali, Jangaon, Jind Junction, Joychandi Pahar Junction, Junnor Deo, Kahalgaon, Kakinada Town Junction, Kalka, Kalyani Ghoshpara, Kamakhyaguri, Kanalus Junction, Karaikkudi Junction, Karamsad, Karimnagar, Katni South, Katrasgarh, Kedgaon, Kesinga, Khairthal, Khalilabad, Khambhaliya, Khariar Road, Koppal, Kosamba Junction, Kotdwar, Kulitturai, Kuttippuram, Lasalgaon, Limbdi, Lohardaga, Lonand Junction, Madhupur Junction, Mahbubabad, Mahe, Mahuva, Mailani Junction, Majbat, Malkapur, Mambalam, Manaparai, Mandal Garh, Mandawar Mahwa Road, Mandi Dabwali, Mangalagiri, Mannargudi, Matunga, Mavelikara, MCS Chhatarpur, Mithapur, Modinagar, Mohanlalganj, Morappur, Morbi, Muktsar, Munirabad, Muri Junction, Murtizapur Junction, Nainpur Junction, Namakkal, Nandura, Narmadapuram, Narwana Junction,

Netaji Subhash Chandra Bose Itwari Junction, Nidadavolu Junction, Nilambur Road, Okha, Orai, Orchha, Pakur, Palani, Palitana, Panagarh, Panki Dham, Paramakkudi, Parappanangadi, Parel, Parlakhemundi, Phaphamau Junction, Pirpainti, Piska, Pokhrayan, Pollachi Junction, Polur, Porbandar, Pratapnagar, Prayag Junction, Raj Nandgaon, Rajgarh, Rajmahal, Rajula Junction, Ramagundam, Ramgarh Cantonment, Ramghat Halt, Ranibennur, Rayanapadu, Sabaur, Saharanpur Junction, Sahibganj, Salempur, Samakhiyali, Samalpatti, Sanchi, Sankarpur, Sarona, Sahibzada Ajit Singh Nagar Mohali, Savda, Seoni, Shahad, Shajapur, Shamli, Shivanarayanpur, Shivpuri, Sholavandan, Shoranur Juuction, Shridham, Siddharth Nagar, Sihor Junction, Simultala, Siuri, Sojat Road, Somesar, Sri Bala Brahmeswara Jogulamba, Srirangam, Srivilliputtur, St.Thomas Mount, Subramanya Road, Sullurpeta, Suraimanpur, Swaminarayan Chappia, Talcher, Tamluk, Tanakpur, Thalassery, Thawe, Thiruvarur Junction, Tikamgarh, Tirur, Tiruvannamalai, Tripunithura, Tuni, Udagamandalam, Ujhani, Urkura, Utran, Vadakara, Vadala Road, Vidisha, Vindhyachal, Vriddhachalam Junction, Wadakancheri, Warangal

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

- **Bhubaneswar station:** The works of new West side and East side station building, air concourse, elevated driveway at West and East side and extension of foot over bridge have been completed. The works

of improvement of platform surface, improvement of circulating area, platform shelters, lifts and escalators have been taken up.

- **Chhatrapati Sambhajinagar station:** The works of new post office building and parcel office, new Railway Protection Force and Government Railway Police building at North side have been completed. The works of new arrival and departure building at South side, new waiting hall, toilet, air concourse, 6 m wide foot over bridge, through roof, new underground tanks at North and South sides, new sewage treatment plant at North and South side, new electrical sub-station building have been taken up.
- **Gaya station:** The work of new arrival building at second entry has been completed. The works of new departure building at second entry, new arrival and departure building at main entry, new platform no. 8, new platform shelters, air concourse and improvement of circulating area have been taken up.
- **Nagpur Junction station:** The works of relocation of passenger reservation system building and booking offices, and improvement of parking on the main entry side have been completed. The works of construction of new admin building, departure building and basement parking on main entry side, construction of departure building and unified basement on second entry side, new air concourse, improvement to platform surfacing on platform 8, and new platform shelters have been

taken up.

- **Rameswaram station:** The works of revamping Multi Functional Complex building into retiring rooms, structural works of East and North terminal building, parcel office, departure forecourt, arrival forecourt, substation building and sewage treatment plant have been completed. The finishing works of East terminal building, North terminal building, departure forecourt, sewage treatment plant, arrival forecourt, platform shelter and improvement of waiting hall have been taken up.

- **Tirupati station:** The works of new South side station building (G+3+Basement), structural works of new North side station building, air concourse, underground and overhead water tanks, sewage treatment plant, rainwater harvesting, ramp to foot over bridge, lifts and escalators have been completed. The finishing works of station building, connecting bridge, approach road and platform shelters have been taken up.

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

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 ‘Customer

Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. The fund allocation of ₹ 11,972 crore has been made for the financial year 2025-26 under Plan Head – 53 and expenditure (up to June, 2026) of ₹ 4,633 crore has been incurred so far.

ROBs/RUBs

In order to improve safety and efficiency of train operations, Level Crossings (LCs) are eliminated either by providing Road over Bridges/ Road under Bridges (ROBs/ RUBs) in lieu of LCs or through direct closure (for low traffic LCs) or by diversion of road traffic to nearby ROB/RUB/LC depending upon the site conditions.

All Unmanned level crossings (UMLCs) on Broad Gauge (BG) network of Indian Railways have been eliminated in 2019.

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

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos.

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of their

impact on safety in train operations, mobility of trains and impact for road users and feasibility etc.

As on 01.06.2026, 4,993 Nos. ROB / RUB works are sanctioned at a cost of approx. ₹1,17,492 Cr on Indian Railways which are at various stages of planning and execution.

Gati Shakti Cargo Terminal (GCT)

In order to encourage setting up of cargo terminals through private investment, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched. Location of the GCTs is decided on the basis of demand from industry, potential of Cargo traffic, availability of railway infrastructure and overall logistics potential of the area.

So far, 142 Gati Shakti Cargo Terminals (GCTs) have been commissioned. In addition, In-Principle Approvals (IPAs) have been granted for the development of GCTs at 310 more locations. The 142 commissioned GCTs have an estimated freight handling capacity of 224 million tonnes per annum (MTPA). The policy has mobilized private investment of approximately ₹10,000 crore through these GCTs. Freight handled at these GCTs during 2025-26 is 146 MT.

The Gati Shakti Cargo Terminals cater to a wide range of commodities including cement, steel, foodgrains, fertilizers, coal, fly ash, minerals, containers, automobiles, agricultural produce and other bulk as well as non-bulk commodities. The policy has benefited key sectors such as cement, steel, power, mining, agriculture, logistics and manufacturing by providing improved rail connectivity and modern cargo handling infrastructure. The development of

GCTs has enhanced rail freight movement through faster and more efficient loading/unloading, reduced first-mile and last-mile logistics costs, improved wagon turnaround, and facilitated modal shift of freight from road to rail, thereby improving the overall efficiency and competitiveness of rail-based logistics.

The Gati Shakti Cargo Terminal (GCT) Policy has facilitated the development of modern multimodal cargo terminals closer to production and consumption centres, thereby improving rail connectivity for local industries, agricultural produce and other commodities. The policy has enabled creation of warehousing, silos, cold storage and other value-added logistics facilities. This has enhanced the competitiveness of local industries and farmers while generating employment and promoting regional economic development.

LANDSLIDE EARLY WARNING SYSTEM

664. **SHRIMATI PRIYANKA GANDHI VADRA:**

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

(a) whether the Government proposes to implement a pan-India Landslide Early Warning System (LEWS) in land-slide vulnerable regions and if so, the details thereof;

(b) whether prototype of the regional LEWS for the country being developed by Geological Survey of India (GSI) has proven effective in timely prediction of landslides and if so, the details thereof;

(c) the details of experimental landslide forecast bulletins issued by GSI during

the last two years and its accuracy, district-wise;

(d) whether the Government has evaluated the gaps in existing Landslide Early Warning Systems and if so, the details thereof along with the action taken to address the same;

(e) whether the Government proposes to establish a Landslide Early Warning System in Wayanad Lok Sabha Constituency and if so, the details thereof; and

(f) whether the Government has taken initiatives to involve local communities and NGOs in data collection for landslide/landslip prediction and evaluated the increased efficacy of such systems wherever in use and 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): Geological Survey of India (GSI) has developed a prototype model and has implemented Regional Landslide Forecasting System (RLFS) based on empirical rainfall thresholds, for the landslide-prone States in a phased manner since 2020. GSI has extended the RLFS coverage to 28 districts (4 operational stage and 24 experimental stage) in 10 landslide prone States viz. Assam, Himachal Pradesh, Karnataka, Kerala, Mizoram, Nagaland, Sikkim, Uttarakhand, Tamil Nadu and West Bengal.

GSI's landslide forecast model is mainly based on rainfall thresholds derived from past rainfall and landslide occurrence data, in conjunction with the rainfall

forecast model data received from different national agencies. This model forecasts the landslide probability of the area with four forecast levels viz. Low, Moderate, High and Very High with 24hrs and 48hrs lead time and has demonstrated fairly high reliability, with forecast showing strong correlation with ground realities during critical weather events. The landslide forecast accuracy evaluation shows the critical success index (CSI) more than 70% across the forecasting zones of operational districts viz. Darjeeling, Kalimpong, the Nilgiris and Rudraprayag.

(c) and (d): GSI has provided operational/experimental landslide forecast bulletins to 16 districts since the 2024 monsoon, and also extended the same to a total of 21 districts in eight landslide-prone States during the 2025 monsoon. The district-wise varied accuracy parameters, that is, the Critical Success Index (CSI) is given at **STATEMENT**.

GSI has taken measures to address a few constraints in the RLFS which warranted further improvement in accuracy, granularity, and robustness with additional site-specific high-resolution inputs.

(e): GSI initiated ground work for the regional landslide forecasting for rainfall induced landslides in Kerala since 2021 and started sharing the experimental landslide forecast bulletin for Wayanad district, from 25/06/2024 with the respective State Disaster Management Authority (SDMA) and District Disaster Management Authority (DDMA) for ground testing, feedback and validation during the monsoon period. The experimental forecast bulletins have been issued for 204 and 241 days during monsoon of 2024 and 2025 respectively.

(f): GSI engages with local communities in landslide-prone areas. The Community-based volunteers and Gram Panchayat representatives are involved through coordination with SDMA/DDMA. At district and sub-divisional levels, GSI partners with DDMA, involving Tehsil and Block-level officials to cascade knowledge to grassroot communities. In 2025-26, landslide awareness programmes and use of the Bhooskhalan mobile app, developed by GSI for crowd-sourcing landslide data and visualizing forecast bulletins, were carried out in various landslide prone districts.

STATEMENT

District-wise varied accuracy parameters viz. the Critical Success Index (CSI)

State	District	Total Bulletin Issued (Days)		Critical Success Index (CSI)	
		2024-25	2025-26	2024-25	2025-26
Operational Districts					
Uttarakhand	Rudraprayag	134	164	0.87	0.74
Tamil Nadu	The Nilgiris	218	240	0.89	0.89
West Bengal	Darjeeling	156	166	0.59	0.92
	Kalimpong	156	166	0.69	0.90
Experimental Districts					

Uttarakhand	Chamoli	126	164	0.89	0.84
	Tehri-Garhwal	126	164	0.91	0.73
	Uttarkashi	126	164	0.94	0.73
Himachal Pradesh	Kinnaur	126	164	0.96	0.90
	Shimla	126	164	0.97	0.91
Nagaland	Dimapur	-	164	-	0.36
	Peren		164		0.70
	Kohima		164		0.51
Kerala	Wayanad	204	241	1.0	0.94
	Idukki	-	233	-	1.0
Karnataka	Kodagu	-	233	-	1.0
Sikkim	Mangan	147	165	0.67	0.93
	Gyalshing	147	165	0.76	0.86
	Soreng	147	165	0.70	0.88
	Namchi	147	165	0.75	0.91
	Gangtok	147	165	0.76	0.89
	Pakyong	147	165	0.76	0.88

MODERNISATION OF FOOD STORAGE INFRASTRUCTURE

665. SHRI AMARSING TISSO:

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

(a) whether the Government has sanctioned any modern warehouses, silos or food storage facilities in Karbi Anglong and Dima Hasao districts of Assam during the last five years and if so, the details thereof;

(b) the details of storage capacity created under various Central Government schemes in Assam, district-wise during the said period;

(c) whether any proposals for establishment of scientific warehouses, silos and cold chain infrastructure in Karbi Anglong and Dima Hasao districts are under consideration of the Government; and

(d) if so, the details and present status thereof?

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

(a): FCI has not created any new warehouse in Karbi Anglong and Dima Hasao districts of Assam during the last five years.

(b): The details of the storage capacity that have been created under various Central Government Schemes in Assam by FCI during the last five years are as below:

1. SILO Changsari - 50,000 MT, District - Kamrup (w.e.f Oct 2021)
2. FSD Archipathar - 25,056 MT, District- Dhemaji (w.e.f June 2021)
3. FSD Kokrajhar - 15,000 MT, District - Kokrajhar (w.e.f Sept’ 2025)

Total 16000 MT capacity has been created at 6 locations by Assam State under central sector scheme.

Besides, Central Warehousing Corporation (CWC) has created 2 warehouses in last 5 years in Assam:

SL no	Name of the centre	District	Capacity (In MT)	Date / Year of completion.
1.	Mankachar	South Salmara	13861	12.10.2025
2.	RWC Chariali	Tinsukia	9960	20.04.2026

(c): As of now, there is no proposal under consideration with the Central Government for construction of godowns in Karbi Anglong and Dima Hasao districts in the State of Assam.

(d): Nil

GAP IN CONSUMPTION CAPACITY BETWEEN STATES

666. SHRI T R BAALU:

Will the Minister of **STATISTICS AND PROGRAMME**

IMPLEMENTATION be pleased to state:

(a) whether the Government has carried out studies on Consumer Prices recently and if so, the details thereof along with the findings;

(b) the details of average Monthly Per Capita Consumption Expenditure during the last three years, according to official surveys;

(c) whether it is a fact that there is big difference in Consumption Expenditure and purchasing power amongst States and if so, the details thereof; and

(d) the details of the actions being taken by Union Government including policy interventions to reduce the gap in Consumption capacity between States?

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

(a): No specific study on consumer prices has been undertaken by the Ministry of Statistics and Programme Implementation (MoSPI) recently. However, MoSPI has strengthened the Consumer Price Index (CPI) compilation framework through a comprehensive base revision from 2012 to 2024, using the latest Household Consumption Expenditure Survey (HCES) 2023–24. CPI is a measure of movement of prices in the items consumed by the Households.

(b) and (c): MoSPI conducts survey on Household Consumption Expenditure at regular intervals wherein information on consumption of food and non-food

items by the household are collected. The latest surveys on Household Consumption Expenditure (HCES) were conducted during August, 2022 – July, 2023 and August, 2023 – July, 2024. Prior to this, the survey on the said subject was conducted in NSS 68th round during July, 2011- June, 2012. Information on Average Monthly Per Capita Consumption Expenditure (MPCE) for each State/UT across rural and urban sectors from the last two surveys of HCES conducted during 2022-23 and 2023-24 is given at **STATEMENT**. MoSPI, however, has not conducted any study/survey on the difference in Consumption Expenditure and purchasing power amongst States.

(d): The Government has undertaken various policy measures to enhance household consumption, strengthen purchasing power and promote inclusive economic growth across States. It has sustained public investment in infrastructure and continued support for employment generation and skill development. Access to affordable credit has been expanded through schemes such as PM MUDRA Yojana and PM SVANidhi.

Financial inclusion has been strengthened through the Pradhan Mantri Jan Dhan Yojana with over 95 per cent of households having access to a bank account. The Government has also promoted digital financial services through the continued zero Merchant Discount Rate (MDR) regime for UPI transactions. Direct Benefit Transfer, enabled through the JAM (Jan Dhan-Aadhaar-Mobile) trinity, has ensured the efficient and transparent transfer of welfare benefits directly into beneficiaries' bank accounts. In addition, income tax relief measures, GST rate rationalisation, reduction in customs duties on

selected inputs and intermediate goods, and targeted welfare interventions have supported disposable incomes and domestic demand.

STATEMENT

Average monthly per capita consumption expenditure (MPCE) by State/UT and sector from HCES: 2022-23 and 2023-24				
State/UT/All-India	**Average MPCE (Rs.)**			
	2022-23		**2023-24**	
	Rural	**Urban**	**Rural**	**Urban**
(1)	**(2)**	**(3)**	**(4)**	**(5)**
Andhra Pradesh	4,870	6,782	5,327	7,182
Arunachal Pradesh	5,276	8,636	5,995	9,832
Assam	3,432	6,136	3,793	6,794
Bihar	3,384	4,768	3,670	5,080
Chhattisgarh	2,466	4,483	2,739	4,927
Delhi	6,576	8,217	7,400	8,534
Goa	7,367	8,734	8,048	9,726
Gujarat	3,798	6,621	4,116	7,175
Haryana	4,859	7,911	5,377	8,427
Himachal Pradesh	5,561	8,075	5,825	9,223
Jharkhand	2,763	4,931	2,946	5,393
Karnataka	4,397	7,666	4,903	8,076

Kerala	5,924	7,078	6,611	7,783
Madhya Pradesh	3,113	4,987	3,441	5,538
Maharashtra	4,010	6,657	4,145	7,363
Manipur	4,360	4,880	4,531	5,945
Meghalaya	3,514	6,433	3,852	7,839
Mizoram	5,224	7,655	5,963	8,709
Nagaland	4,393	7,098	5,155	8,022
Odisha	2,950	5,187	3,357	5,825
Punjab	5,315	6,544	5,817	7,359
Rajasthan	4,263	5,913	4,510	6,574
Sikkim	7,731	12,105	9,377	13,927
Tamil Nadu	5,310	7,630	5,701	8,165
Telangana	4,802	8,158	5,435	8,978
Tripura	5,206	7,405	6,259	8,034
Uttar Pradesh	3,191	5,040	3,481	5,395
Uttarakhand	4,641	7,004	5,003	7,486
West Bengal	3,239	5,267	3,620	5,775
Andaman and N. Island	7,332	10,268	7,771	10,453
Chandigarh	7,467	12,575	8,857	13,425
Dadra and Nagar Haveli and Daman and Diu	4,184	6,298	4,311	6,837

Jammu and Kashmir	4,296	6,179	4,774	6,327
Ladakh	4,035	6,215	5,010	7,533
Lakshadweep	5,895	5,475	6,350	6,377
Puducherry	6,590	7,706	7,598	8,637
All-India	**3,773**	**6,459**	**4,122**	**6,996**

Source: NSS Report nos. 591 and 592 (Survey on Household Consumption Expenditure)

देश भर में वंदे भारत/हाई स्पीड ट्रेनें

667. श्री संदिपनराव आसाराम भुमरे:

श्री ज्ञानेश्वर पाटील:

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

(क) देशभर में वंदे भारत एक्सप्रेस और हाई-स्पीड ट्रेन परियोजनाओं की स्थिति का ब्यौरा क्या है तथा महाराष्ट्र और मध्य प्रदेश राज्य के विशेष संदर्भ में इन सेवाओं के विस्तार के लिए प्रस्तावित मार्ग और समय-सीमा क्या है;

(ख) क्या सरकार महाराष्ट्र और मध्य प्रदेश के प्रमुख शहरों को जोड़ने वाली वंदे भारत एक्सप्रेस या अन्य उच्च गति वाली रेलगाड़ियां शुरू करने पर विचार कर रही है;

(ग) यदि हां, तो प्रस्तावित मार्ग कौन-कौन से हैं और उक्त मार्गों के कब तक चालू हो जाने की संभावना है; और

(घ) महाराष्ट्र और मध्य प्रदेश राज्य में ग्रामीण और आर्थिक रूप से पिछड़े समुदायों के लिए इन हाई-स्पीड ट्रेन सेवाओं की सुरक्षा, वहनीयता और पहुंच सुनिश्चित करने के लिए सरकार द्वारा किए जा रहे उपायों का ब्यौरा क्या है और यदि हां, तो तत्संबंधी ब्यौरा क्या

है?

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

(क) से (घ): चूंकि, रेल नेटवर्क राज्य की सीमाओं के आर-पार फैला होता है अतः नेटवर्क की आवश्यकता के अनुसार ऐसी सीमाओं के आर-पार रेलगाड़ी सेवाएं शुरू की जाती है। बहरहाल, यात्रियों के यात्रा अनुभव को बेहतर बनाने की दृष्टि से, भारतीय रेल द्वारा आधुनिक सवारी डिब्बों, उन्नत संरक्षा सुविधाओं और यात्री सुविधाओं वाली स्वदेशी रूप से डिजाइन और निर्मित वंदे भारत (शयनयान और कुर्सीयान) गाड़ी शुरू की गई है।

वंदे भारत सेवाएं (कुर्सीयान)

वर्तमान में, भारतीय रेल नेटवर्क पर निम्नलिखित विशेषताओं वाली 81 जोड़े वंदे भारत एक्सप्रेस चेयर कार सेवाएं परिचालित की जा रही है:

- झटका मुक्त सेमी-परमानेंट कपलर।
- कवच सुसज्जित
- केंद्रीय रूप से नियंत्रित स्वचालित प्लग दरवाजे और पूरी तरह से सीलबंद चौड़े गैंगवे।
- सभी सवारी डिब्बों में आपातकालीन अलार्म पुश बटन और टॉक बैक यूनिट।
- बेहतर अग्नि संरक्षा - विद्युत कैबिनेटों और शौचालयों में एरोसोल आधारित अग्नि संसूचन और शमन प्रणाली।
- 180/160 किमी प्रति घंटे की डिजाइन/परिचालन गति वाला उच्च त्वरण।
- वॉयस रिकॉर्डिंग सुविधा और क्रैश हार्डन मेमोरी से ड्राइवर-गार्ड संप्रेषण।
- यात्री क्षेत्र के भीतर स्वच्छता मानकों में सुधार करने के लिए अनुकुलित वायु से 99% हानिकारक जीवाणुओं को निष्क्रिय करने के लिए स्वदेशी रूप से विकसित यूवी-सी लैंप आधारित विसंक्रमण प्रणाली के साथ एयर कंडीशनिंग इकाइयां।
- बेहतर यात्रा सुविधा।

- सभी सवारी डिब्बों में सीसीटीवी।
- दिव्यांगजन यात्रियों के लिए प्रत्येक छोर पर ड्राइविंग कोच में विशेष शौचालय।
- रिमोट मॉनिटरिंग के लिए कोच कंडीशन मॉनिटरिंग सिस्टम डिस्प्ले।

18.07.2026 की स्थिति के अनुसार भारतीय रेल नेटवर्क पर परिचालित की जा रही 81 जोड़ी वंदे भारत रेलगाड़ियों (कुर्सीयान) की सूची निम्नानुसार है:-

क्र.सं.	रेलगाड़ी संख्या एवं नाम
1	22435/22436 वाराणसी - नई दिल्ली वंदे भारत एक्सप्रेस
2	22439/22440 नई दिल्ली - श्री माता वैष्णो देवी कटड़ा वंदे भारत एक्सप्रेस
3	20901/20902 मुंबई सेंट्रल - गांधीनगर कैपिटल वंदे भारत एक्सप्रेस
4	22447/22448 नई दिल्ली - अम्ब अन्दौरा वंदे भारत एक्सप्रेस
5	20607/20608 एमजीआर चेन्नै सेंट्रल - मैसूरू वंदे भारत एक्सप्रेस
6	20825/20826 बिलासपुर - नागपुर वंदे भारत एक्सप्रेस
7	22301/22302 हावड़ा - न्यू जलपाईगुड़ी वंदे भारत एक्सप्रेस
8	20833/20834 विशाखपट्टणम - सिकंदराबाद वंदे भारत एक्सप्रेस
9	22223/22224 छत्रपति शिवाजी महाराज (टी) - साईंनगर शिरडी वंदे भारत एक्सप्रेस
10	22225/22226 छत्रपति शिवाजी महाराज (टी) - सोलापुर वंदे भारत एक्सप्रेस
11	20171/20172 रानी कमलापति - निज़ामुद्दीन वंदे भारत एक्सप्रेस

12	20701/20702 सिकंदराबाद - तिरुपति वंदे भारत एक्सप्रेस
13	20643/20644 चेन्नै - कोयंबटूर वंदे भारत एक्सप्रेस
14	20977/20978 अजमेर - चंडीगढ़ वंदे भारत एक्सप्रेस
15	20633/20634 कासरगोड - तिरुवनंतपुरम वंदे भारत एक्सप्रेस
16	22895/22896 हावड़ा - पुरी वंदे भारत एक्सप्रेस
17	22457/22458 आनंद विहार - देहरादून वंदे भारत एक्सप्रेस
18	22227/22228 न्यू जलपाईगुड़ी - गुवाहाटी वंदे भारत एक्सप्रेस
19	20911/20912 इंदौर - नागपुर वंदे भारत एक्सप्रेस
20	22229/22230 छत्रपति शिवाजी महाराज (टी) - मडगांव वंदे भारत एक्सप्रेस
21	22349/22350 पटना - रांची वंदे भारत एक्सप्रेस
22	20661/20662 बेंगलूरु - धारवाड वंदे भारत एक्सप्रेस
23	20173/20174 रानी कमलापति - रीवा वंदे भारत एक्सप्रेस
24	22549/22550 गोरखपुर - प्रयागराज वंदे भारत एक्सप्रेस
25	12461/12462 जोधपुर - साबरमती वंदे भारत एक्सप्रेस
26	22925/22926 अहमदाबाद - ओखा वंदे भारत एक्सप्रेस
27	20665/20666 चेन्नै एग्मोर - तिरुनेलवेलि वंदे भारत एक्सप्रेस

28	20677/20678 चेन्नै - नरसापुर वंदे भारत एक्सप्रेस
29	20703/20704 काचीगुडा - यशवंतपुर वंदे भारत एक्सप्रेस
30	20631/20632 मंगलूरु - तिरुवनंतपुरम सेंट्रल वंदे भारत एक्सप्रेस
31	26963/26964 उदयपुर - असारवा वंदे भारत एक्सप्रेस
32	22347/22348 हावड़ा - पटना वंदे भारत एक्सप्रेस
33	20835/20836 राउरकेला - पुरी वंदे भारत एक्सप्रेस
34	20897/20898 हावड़ा - रांची वंदे भारत एक्सप्रेस
35	22415/22416 वाराणसी - नई दिल्ली वंदे भारत एक्सप्रेस
36	20641/20642 बेंगलूरु कैंट - कोयम्बत्तूर वंदे भारत एक्सप्रेस
37	20645/20646 मडगांव – मंगलूरु वंदे भारत एक्सप्रेस
38	20705/20706 नांदेड़ - छत्रपति शिवाजी महाराज (टी) वंदे भारत एक्सप्रेस
39	22477/22478 नई दिल्ली - श्री माता वैष्णो देवी कटड़ा वंदे भारत एक्सप्रेस
40	22425/22426 अयोध्या कैंट - आनंद विहार वंदे भारत एक्सप्रेस
41	22487/22488 दिल्ली - अमृतसर वंदे भारत एक्सप्रेस
42	22961/22962 मुंबई सेंट्रल - अहमदाबाद वंदे भारत एक्सप्रेस
43	20707/20708 सिकंदराबाद - विशाखापट्टणम वंदे भारत एक्सप्रेस

44	20663/20664 मैसूरू – चेन्नै वंदे भारत एक्सप्रेस
45	22233/22234 न्यू जलपाईगुड़ी - पटना वंदे भारत एक्सप्रेस
46	22469/22470 खजुराहो - निज़ामुद्दीन वंदे भारत एक्सप्रेस
47	22231/22232 कलबुरगि – बेंगलूरु वंदे भारत एक्सप्रेस
48	20841/20842 भुवनेश्वर - विशाखापट्टणम वंदे भारत एक्सप्रेस
49	22345/22346 पटना - गोमती नगर वंदे भारत एक्सप्रेस
50	20887/20888 रांची - वाराणसी वंदे भारत एक्सप्रेस
51	22545/22546 लखनऊ जंक्शन - देहरादून वंदे भारत एक्सप्रेस
52	22489/22490 वाराणसी - मेरठ सिटी वंदे भारत एक्सप्रेस
53	20627/20628 चेन्नै एग्मोर - नागरकोविल वंदे भारत एक्सप्रेस
54	20671/20672 मदुरै – बेंगलूरु कैंट वंदे भारत एक्सप्रेस
55	22499/22500 देवघर - वाराणसी वंदे भारत एक्सप्रेस
56	22309/22310 हावड़ा - जमालपुर वंदे भारत एक्सप्रेस
57	20871/20872 हावड़ा - राउरकेला वंदे भारत एक्सप्रेस
58	20893/20894 टाटानगर - पटना वंदे भारत एक्सप्रेस
59	20891/20892 टाटानगर - ब्रह्मपुर वंदे भारत एक्सप्रेस

60	22303/22304 हावड़ा - गया वंदे भारत एक्सप्रेस
61	20669/20670 हुब्बल्लि - पुणे वंदे भारत एक्सप्रेस
62	20673/20674 छत्रपति शाहू महाराज (टी) कोल्हापुर - पुणे वंदे भारत एक्सप्रेस
63	20101/20102 सिकंदराबाद - नागपुर वंदे भारत एक्सप्रेस
64	20829/20830 दुर्ग – विशाखपट्टणम वंदे भारत एक्सप्रेस
65	21893/21894 टाटानगर - पटना वंदे भारत एक्सप्रेस
66	21895/21896 टाटानगर - पटना वंदे भारत एक्सप्रेस
67	20175/20176 बनारस - आगरा कैंट वंदे भारत एक्सप्रेस
68	26901/26902 साबरमती - वेरावल वंदे भारत एक्सप्रेस
69	26401/26402 जम्मू तवी - श्रीनगर वंदे भारत एक्सप्रेस
70	26403/26404 जम्मू तवी - श्रीनगर वंदे भारत एक्सप्रेस
71	26501/26502 पाटलिपुत्र - गोरखपुर वंदे भारत एक्सप्रेस
72	26751/26752 बेलगावि - केएसआर बेंगलुरु वंदे भारत एक्सप्रेस
73	26405/26406 अमृतसर - श्री माता वैष्णो देवी कटड़ा वंदे भारत एक्सप्रेस
74	26101/26102 पुणे - अजनी वंदे भारत एक्सप्रेस
75	26301/26302 जोगबनी - दानापुर वंदे भारत एक्सप्रेस

76	26481/26482 जोधपुर - दिल्ली कैंट वंदे भारत एक्सप्रेस
77	26471/26472 बीकानेर - दिल्ली कैंट वंदे भारत एक्सप्रेस
78	26461/26462 दिल्ली - फिरोजपुर कैंट वंदे भारत एक्सप्रेस
79	26651/26652 केएसआर बेंगलूरु - एरणाकुलम वंदे भारत एक्सप्रेस
80	26505/26506 खजुराहो - बनारस वंदे भारत एक्सप्रेस
81	26503/26504 सहारनपुर - गोमतीनगर वंदे भारत एक्सप्रेस

इन 81 जोड़ी वंदे भारत एक्सप्रेस कुर्सीयान सेवाओं में से, 12 जोड़ी वंदे भारत एक्सप्रेस कुर्सीयान सेवाएं महाराष्ट्र राज्य में स्थित विभिन्न स्टेशनों की आवशयकताओं को पूरा कर रही हैं, जबकि 05 जोड़ी वंदे भारत एक्सप्रेस कुर्सीयान सेवाएं मध्य प्रदेश राज्य में स्थित विभिन्न स्टेशनों की आवश्यकताओं को पूरा कर रही हैं। इन्हें नीचे सूचीबद्ध किया गया हैं:

महाराष्ट्र को सेवित कर रही वंदे भारत:

क्र.सं.	रेलगाड़ी संख्या एवं नाम
1	26101/26102 पुणे-अजनी वंदे भारत एक्सप्रेस
2	20101/20102 नागपुर-सिकंदराबाद वंदे भारत एक्सप्रेस
3	20669/20670 हुब्बलि-पुणे वंदे भारत एक्सप्रेस
4	20673/20674 एससीएसएम (टी) कोल्हापुर-पुणे वंदे भारत एक्सप्रेस
5	22961/22962 मुंबई सेंट्रल-अहमदाबाद वंदे भारत एक्सप्रेस
6	20705/20706 एचएस - नांदेड़ छत्रपति शिवाजी महाराज (टी) वंदे भारत एक्सप्रेस
7	22229/22230 छत्रपति शिवाजी महाराज (टर्मिनस)-मडगांव वंदे भारत एक्सप्रेस

8	20911/20912 इंदौर-नागपुर वंदे भारत एक्सप्रेस
9	22223/22224 छत्रपति शिवाजी महाराज (टर्मिनस)- साईनगर शिरडी वंदे भारत एक्सप्रेस
10	22225/22226 छत्रपति शिवाजी महाराज (टर्मिनस) - सोलापुर वंदे भारत एक्सप्रेस
11	20825/20826 बिलासपुर-नागपुर वंदे भारत एक्सप्रेस
12	20901/20902 मुंबई सेंट्रल-गांधीनगर कैपिटल वंदे भारत एक्सप्रेस

मध्य प्रदेश को सेवित कर रही वंदे भारत:

क्र.सं.	रेलगाड़ी संख्या एवं नाम
1	20171/20172 रानी कमलापति-हजरत निजामुद्दीन वंदे भारत एक्सप्रेस
2	20173/20174 रानी कमलापति-रीवा वंदे भारत एक्सप्रेस
3	20911/20912 इंदौर-नागपुर वंदे भारत एक्सप्रेस
4	22469/22470 खजुराहो-हजरत निजामुद्दीन वंदे भारत एक्सप्रेस
5	26505/26506 खजुराहो-बनारस वंदे भारत एक्सप्रेस

वंदे भारत शयनयान रेलगाड़ी सेवाएं:

लंबी दूरी की यात्रा के लिए वंदे भारत एक्सप्रेस के शयनयान श्रेणी को स्वदेशी रूप से डिजाइन और विकसित किया गया है। ऐसी दो गाड़ियों का विनिर्माण पहले ही किया जा चुका है। व्यापक परीक्षण के बाद, इन गाड़ियों को भारतीय रेल में शुरू किया गया है। पहली वंदे भारत शयनयान सेवा अर्थात 27575/27576 हावड़ा-कामाख्या वंदे भारत स्लीपर एक्सप्रेस ने 22.01.2026 से नियमित परिचालन शुरू कर दिया है।

यात्रियों के यात्रा अनुभव को बेहतर बनाने और सुरक्षित तथा आरामदायक यात्रा के मामले में नए मानक स्थापित करने के लिए, इन गाड़ी सेटों को आधुनिक सवारी डिब्बों में उन्नत संरक्षा विशेषताएं और यात्री सुविधाएं प्रदान की गई हैं जैसे:

- झटका मुक्त सेमी-परमानेंट कपलर और एंटी क्लाइम्बर्स।
- कवच सुसज्जित
- 180/160 किमी प्रति घंटे की डिजाइन/परिचालन गति वाला उच्च त्वरण।
- ईएन मानकों के अनुरूप कार बॉडी का क्रैशवर्थी डिजाइन।
- अग्नि सुरक्षा मानकों के अनुपालन के लिए प्रत्येक कोच के अंत में अग्नि अवरोधक दरवाजे।
- विद्युत कैबिनेटों और शौचालयों में एरोसोल आधारित अग्नि संसूचन और अधिक्रमण प्रणाली।
- ऊर्जा दक्षता के लिए पुनर्योजी ब्रेकिंग प्रणाली।
- यात्री क्षेत्र के भीतर स्वच्छता मानकों में सुधार के लिए अनुकूलित वायू से 99% हानिकारक बैक्टीरिया को निष्क्रिय करने हेतु स्वदेशी रूप से विकसित यूवी-सी लैंप आधारित कीटाणुशोधन प्रणाली वाली एयर कंडीशनिंग इकाइयां।
- केन्द्रीय रूप से नियंत्रित स्वचालित प्लग दरवाजे और पूरी तरह से सीलबंद चौड़े गैंगवे।
- सभी सवारी डिब्बों में सीसीटीवी।
- आपातकाल की स्थिति में यात्री और गाड़ी प्रबंधक/लोको पायलट के बीच संचार के लिए आपातकालीन टॉक-बैक यूनिट।
- दिव्यांगजन यात्रियों के लिए प्रत्येक छोर पर ड्राइविंग कोच में विशेष शौचालय।
- यात्री सुविधाओं जैसे वातानुकुलन, सैलून लाइटिंग आदि की बेहतर स्थिति की निगरानी के लिए केंद्रीकृत कोच निगरानी प्रणाली।

- ऊपरी बर्थ पर चढ़ने में सहजता के लिए एर्गोनॉमिक रूप से डिज़ाइन की गई सीढ़ी।

इसके अतिरिक्त, किसी मार्ग/खंड पर वंदे भारत एक्सप्रेस सेवाओं सहित गाड़ी सेवाओं की शुरूआत जो, एक निरंतर चलने वाली प्रक्रिया है, विभिन्न कारकों पर निर्भर करता है, जिनमें शामिल हैं:

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

उच्च गति रेल परियोजना:

वर्तमान में, मुंबई-अहमदाबाद उच्च गति रेल (एमएएचएसआर) परियोजना (508 कि.मी.) क्रियान्वित की जा रही है। मुंबई, ठाणे, विरार, बोईसर, वापी, बिलिमोरा, सूरत, भरुच, वडोदरा, आणंद, अहमदाबाद और साबरमती में 12 स्टेशनों की योजना सहित यह परियोजना गुजरात, महाराष्ट्र और दादरा और नगर हवेली के केंद्र शासित प्रदेश से गुजर रही है।

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

अब तक विभिन्न प्रमुख मदों की प्रगति निम्नानुसार है:

मद	प्रगति
पियर्स	452 किलोमीटर
गर्डर	356 किलोमीटर

ट्रैक बेड	209 किलोमीटर
शिरोपरि उपस्कर	190 किलोमीटर

स्टेशनों की प्रगति नीचे दी गई है:-

क्र.सं.	स्टेशन	स्थिति
1	साबरमती	नींव संबंधी का कार्य पूरा हो गया है, प्लेटफॉर्म स्लैब और छत संरचनात्मक निर्माण कार्य और परिष्करण कार्य प्रगति पर हैं
2	अहमदाबाद	संरचनात्मक कार्य पूरा हो गया है और परिष्करण कार्य शुरू कर दिया गया है।
3	आणंद/नडियाद	
4	वडोदरा	नींव संबंधी का कार्य पूरा हो गया है, संरचनात्मक कार्य और परिष्करण कार्य शुरू कर दिया गया है।
5	भरुच	संरचनात्मक कार्य पूरा हो गया है और परिष्करण कार्य शुरू कर दिया गया है।
6	सूरत	
7	बिलीमोरा	
8	वापी	
9	बोईसर	नींव संबंधी कार्य शुरू हो चुका है और अंतिम चरण में है। संरचनात्मक कार्य शुरू हो चुके हैं।
10	विरार	
11	ठाणे	
12	बीकेसी (मुंबई)	यह एक भूमिगत स्टेशन है। नींव संबंधी कार्य लगभग पूरा हो चुका है और बेस स्लैब का कार्य शुरू कर दिया गया है।

नदी पुलों पर प्रगति निम्नानुसार है:-

क्र. सं.	नदी का नाम	स्थिति
1	साबरमती नदी (480 मीटर)	उप-संरचना का कार्य पूरा हो गया है, अधिरचना का कार्य शुरू कर दिया गया है।
2	मेशवा नदी (120 मीटर)	पुल निर्माण कार्य पूरा हो गया है।
3	वत्रक नदी (280 मीटर)	
4	मोहर (शेढ़ी) नदी (160 मीटर)	
5	माही नदी (720 मीटर)	12 में से 11 कुओं का निर्माण कार्य पूरा कर लिया गया है; 5 स्पैन लॉन्च किए गए हैं।
6	विश्वामित्री नदी (80 मीटर)	पुल निर्माण पूरा हो चुका है।
7	धादर नदी (120 मीटर)	
8	नर्मदा नदी (1366 मीटर)	25 में से 21 कुओं का निर्माण कार्य पूरा कर लिया गया है; 4 स्पैन लॉन्च किए गए हैं।
9	किम नदी (120 मीटर)	पुल निर्माण कार्य पूरा हो गया है।
10	तापी नदी (720 मीटर)	नींव संबंधी कार्य शुरू कर दिया गया है, 12 में से 10 कुओं का निर्माण कार्य पूरा हो चुका है।
11	मिंडहोला नदी (240 मीटर)	पुल निर्माण कार्य पूरा हो चुका है।
12	पूर्णा नदी (360 मीटर)	
13	अंबिका नदी (200 मीटर)	
14	वेंगनिया नदी (200 मीटर)	

15	कावेरी नदी (120 मीटर)	
16	खरेरा नदी (120 मीटर)	
17	औरंगा नदी (320 मीटर)	
18	पार नदी (320 मीटर)	
19	कोलक नदी (160 मीटर)	
20	दमन गंगा नदी (360 मीटर)	
21	डारोथा नदी (80 मीटर)	
22	जगनी नदी (360 मीटर)	नींव संबंधी कार्य पूरा कर लिया गया है।
23	वैतरणा नदी (2320 मीटर)	12 पाइल कैप और 11 पियर (58 में से) का कार्य पूरा कर लिया गया है।
24	उल्हास नदी शाखा (120 मीटर)	नींव संबंधी कार्य शुरू करने के लिए अस्थायी पहुंच पुल (टैब) का कार्य पूरा कर लिया गया है।
25	देसाई खादी नदी पुल (400 मीटर)	भू-तकनीकी जांच (जीटीआई) पूरी हो चुकी है और डिजाइन का कार्य शुरू कर दिया गया है।

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

सूरत-वापी खंड (97 कि.मी.) पर नदी पुल निर्माण सहित सभी सिविल निर्माण कार्य पूरे किए जा चुके हैं और 86% ट्रैक बेड बिछा दिया गया है।

इसके अलावा, राष्ट्रीय परिवहन अवसंरचना को मजबूत करने, क्षेत्रीय संपर्कता, आर्थिक विकास, पर्यटन, निवेश और रोजगार सृजन को बढ़ावा देने और सड़क और हवाई परिवहन से रेल में मोडल शिफ्ट को प्रोत्साहित करने हेतु सरकार ने केंद्रीय बजट 2026-27 में निम्नलिखित सात नए उच्च

गति रेल (एचएसआर) गलियारों के विकास की घोषणा की है: -

(i) मुंबई-पुणे

(ii) पुणे-हैदराबाद

(iii) हैदराबाद-बेंगलूरु

(iv) हैदराबाद-चेन्नै

(v) चेन्नै-बेंगलूरु

(vi) दिल्ली-वाराणसी

(vii) वाराणसी-सिलीगुड़ी

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

बहरहाल, बुलेट ट्रेन परियोजना अत्यंत जटिल और प्रौद्योगिकी गहन परियोजना है। सिविल संरचनाओं, रेलपथ, विद्युत, सिगनल और दूरसंचार संबंधी कार्यों और गाड़ी जोड़ियों की आपूर्ति के पूरा होने के पश्चात ही पूरी परियोजना के पूरा होने की सटीक समय-सीमा का उचित रूप से पता लगाया जा सकता है।

किफायती और अभिगम्य सेवाएं

रेलों में उपनगरीय लोकल ट्रेन/साधारण, अनुपनगरीय लोकल ट्रेन/साधारण, मेल/एक्सप्रेस, सुपरफास्ट गाड़ियां, गरीब रथ, गतिमान, राजधानी, शताब्दी, दुरंतो, महामना, अमृत भारत, वंदे भारत, वंदे भारत स्लीपर, नमो भारत रैपिड रेल, हमसफर, तेजस, विशेष प्रभारों पर विशेष गाड़ियों आदि जैसी विभिन्न प्रकार की गाड़ियां चलाई जा रही हैं।

भारतीय रेल समाज के सभी वर्गों को किफायती सेवाएं मुहैया कराने के लिए प्रयासरत है। तदानुसार, रेलें समाज के प्रत्येक वर्ग की यात्रा संबंधी आवश्यकता को पूरा करने के लिए विभिन्न श्रेणियों की गाड़ी सेवाओं का परिचालन कर रही है, जिसमें समाज के वंचित वर्ग को लाभ प्रदान

करने के लिए न्यूनतम किराये वाली गाड़ियां और संवर्धित सुविधाओं वाली गाड़ियां शामिल हैं। भारतीय रेल ने 2024-25 में यात्री टिकटों पर 60,239 करोड़ रु. की सब्सिडी प्रदान की है। यह रियायत राशि रेल में यात्रा करने वाले प्रत्येक व्यक्ति का औसतन 43 प्रतिशत है। अन्य शब्दों में, यदि मुहैया कराई गई सेवा की कीमत 100 रु. है, तो टिकट की कीमत केवल 57 रु. है। यह सब्सिडी सभी यात्रियों को निरंतर दी जा रही है। इसके अलावा, इस सब्सिडी राशि से अधिक रियायतें कई कोटियों, जैसे दिव्यांगजनों की 4 कोटियों, रोगियों की 11 कोटियों और छात्रों की 8 कोटियों को निरंतर दी जा रही हैं।

MOBILE TOWERS IN PVTG VILLAGES IN ANDHRA PRADESH

668. DR. C M RAMESH:

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

(a) whether it is true that the Ministry of Communications, Department of Telecom has sanctioned mobile towers in 1010 habitations in (Particularly Vulnerable Tribal Group) PVTG tribal villages in Andhra Pradesh under PM JANMAN with an estimated cost of Rs. 95 crores;

(b) if so, the details of habitations covered in Anakapalli district of Andhra Pradesh where there are more than 8,500 PVTG tribal population; and

(c) the details of the status of implementation of the above project?

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

(a) to (c) As on 30.06.2026, 3,231 Particularly Vulnerable Tribal Group

(PVTG) villages/habitations have got 4G mobile coverage, out of 4,543 PVTG villages/ habitations identified under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) program. These villages/ habitations were covered under 4G mobile projects funded by Digital Bharat Nidhi (DBN), and no specific fund was allocated for providing mobile coverage to PVTG habitations/ villages. In the State of Andhra Pradesh, of the identified villages/ habitations, 1,409 PVTG habitations/ villages have got 4G mobile coverage, of which 9 are in Anakapalli District.

PAX SILICA ALLIANCE

669. SHRI E T MOHAMMED BASHEER:

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

(a) whether the Government has prepared a roadmap to leverage the Pax Silica alliance for attracting investment, securing advanced technology and strengthening domestic semi-conductor manufacturing and Artificial Intelligence infrastructure;

(b) if so, the details of measures proposed to address India's limited capacity for extraction, processing and refining of critical minerals required for semi-conductor and AI supply chains; and

(c) whether the Government has assessed the potential impact of stricter security audits, export restrictions and supply-chain compliance

requirements on Indian companies particularly Micro, Small and Medium Enterprises seeking to participate in global technology value chains 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): India joined the Pax Silica Alliance on February 20, 2026, on the sidelines of the India AI Impact Summit, reaffirming its commitment to strengthening trusted, resilient and diversified global semiconductor value chains.

Government is leveraging the Alliance as a strategic platform to deepen partnerships with partner countries for facilitating access to advanced technologies, and promoting collaboration in semiconductors, artificial intelligence, critical minerals, research, innovation and talent development.

Government also participated in the 3rd Pax Silica Summit held in Washington DC, on 25–26 June 2026, with aforesaid vision.

Government has approved the National Critical Mineral Mission (NCMM) in 2025 with a proposed expenditure of Rs.16,300 crore and an expected investment of Rs.18,000 crore by Public Sector Undertakings (PSUs) and other stakeholders to secure a long-term sustainable supply of critical minerals and strengthen India’s critical mineral value chains encompassing all stages from mineral exploration and mining to beneficiation, processing,

and recovery from end-of-life products.

The Government has successfully auctioned 56 critical mineral blocks and 11 Exploration Licence blocks, which include 6 blocks of critical minerals to secure critical mineral supply chain.

Government has taken cognizance of the evolving global regulatory landscape, including stricter security audits, export control measures and supply-chain compliance requirements, and their potential implications for Indian companies. These issues have been consistently raised through bilateral and multilateral forums, including the Pax Silica Summit, the India–EU Trade and Technology Council (TTC), and other strategic dialogues, with a view to promote transparent, trusted and conducive ecosystems.

Government has also been implementing measures to strengthen the competitiveness of domestic enterprises through the India Semiconductor Mission, the Design Linked Incentive (DLI) Scheme, the Electronics Components Manufacturing Scheme (ECMS), the IndiaAI Mission, and capacity-building initiatives to enable Indian companies, including MSMEs, to meet global quality and enhance their participation in global technology value chains.

NUMBER OF RAILWAY ACCIDENTS DURING 2023

670. SHRI BENNY BEHANAN:

SHRI K RADHAKRISHNAN:

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

(a) whether it is a fact that railway accidents have increased in the last 3 years despite safety claims;

(b) if so, the number of train derailments, collisions and deaths reported during 2023, yearwise;

(c) whether shortage of staff in safety categories like loco pilots, trackmen, and signal staff is a reason and if so, the details thereof;

(d) the details of the action taken on reports of Commission of Railway Safety (CRS) inquiries; and

(e) whether the recommendations of CRS have been implemented, 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): 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 which includes collisions and train derailments also.

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

Year	Consequential Accidents
2014-15	135

2025-26	16 (88% lesser)
2026-27 (upto June 2026)	2

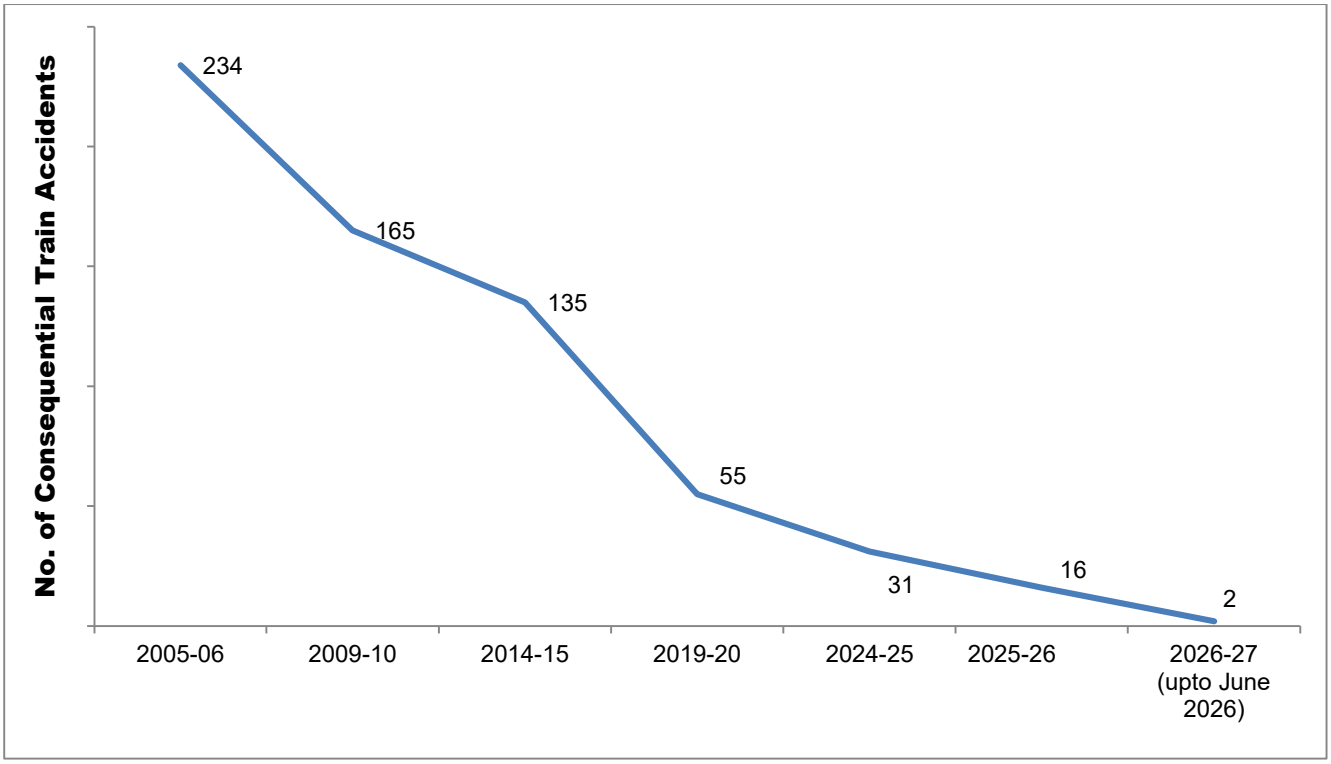
Another important index showing improvement in safety in train operations is Consequential Accident Index, the details of which are as under:-

Consequential Accident Index:-

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

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

$$\textbf{Accident Index} = \frac{\textbf{No. of consequential accidents}}{\textbf{No. of trains X million kilometers run}}$$



The causes of the accidents that took place over Indian Railways broadly include track defects, loco/coach defects, equipment failures, human errors, etc.

Consequential Train Accidents on Indian Railways and casualties (including railway passengers and railway personnel) therein are as follows:-

Period	No. of Consequential Train Accidents	No. of Deaths	No. of Injuries
2004-05 to 2013-14	1,711	904	3,155
2014-15 to 2023-24	678	748	2,087

2024-25	31	18	92
2025-26	16	17	27

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

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

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

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,671 stations up to 30.06.2026 to reduce accidents due to human failure.

3. Interlocking of Level Crossing (LC) Gates has been provided at 10,395 Level Crossing Gates up to 30.06.2026 for enhancing safety at LC Gates.

4. Complete Track Circuiting of stations to enhance safety by verification of

track occupancy by electrical means has been provided at 6,671 stations up to 30.06.2026.

5. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.

6. System of disconnection and reconnection for SandT 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 and Wagons) is undertaken to ensure safe train operations.

22. Replacement of conventional ICF design coaches with LHB design coaches is being done.

23. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have

been eliminated by January 2019.

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

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

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

27. Regular counselling and training of staff is undertaken.

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

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

S.No.	Item	2004-05 to 2013-14	2014-15 to 2025-26	2014-26 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.63 Lakh Km	More than 2.8 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	87,219 Km	Nearly 9 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.26: 31,693 Nos.	352 times
5.	Thick Web Switches (Nos.)	Nil	35,971 Nos.	
	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	57,583 Km	1.78 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2.25 Crore	More than 2.8 times
3.	Weld failures (Nos.)	In 2013-14:	In 2025-26:	93 %

		3,699 Nos.	272 Nos.	reduction
4.	Rail fractures (Nos.)	In 2013-14: 2,548 Nos.	In 2025-26: 208 Nos.	92% reduction
	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	36,429 Km	Almost 2.5 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	14,362 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.26: Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	49,366	More than 21 times

Implementation of Kavach:-

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).

2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so

and also helps the trains to run safely during inclement weather.

3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.

4. Kavach was adopted as National ATP system in July, 2020.

5. Implementation of Kavach System involves following Key Activities:-

a. Installation of Station Kavach at each and every station, block section.

b. Installation of RFID Tags throughout the track length.

c. Installation of telecom Towers throughout the section.

d. Laying of Optical Fibre Cable along the track.

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

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

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

8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station

Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2490 Route Kilometres as on 13.07.2026, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:-

S. No.	Section	Progress (RouteKm)
(1)	**Delhi-Mumbai route: 1344 Rkm**	
i	Tilak Bridge – Junction cabin – Palwal – Mathura – Nagda – Vadodra – Virar section (Except Mangalmhudi – Panchpipliya)	1248
ii	Vadodara – Ahmedabad section	96
(2)	**Delhi – Howrah route: 1146 Rkm**	
i.	Chipyana – Tundla– Kanpur – Subedarganjsection	563
ii.	Kanpur – Lucknow section	71
iii.	DDU(FOC) –Bhabua Road section	50
iv.	Sasaram – Pheser section	43
v.	Gaya – Sarmatarn – Nimiaghat section	159
vi.	Chota Ambana - Bardhaman – Howrah section	260

10. In addition, track side Kavach implementation work is being taken up on 21,937 RKM covering all GQ,GD,HDN and identified sections of Indian Railways.

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

S. No.	Item	Progress
i	Laying of Optical Fibre Cable	11,253 Km
ii	Installation of Telecom Towers	1,668 Nos.
iii	Station Data Centre	958 Station
iv	Installation of Track side equipment	7,721RKm
v	Provision of Kavach in Loco	6,045 Nos.

12. In addition, work for installation of Kavach in 7,435 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and engineers have been trained on Kavach technology. This includes about 57,000 Loco Pilots and Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.

14. The funds utilized on Kavach works so far up to Jun'26 is Rs.3874.9 cr. The allocation of funds during the year 2026-27 is Rs.2066.24 crore.

Requisite funds are made available as per the progress of works.

Inquiries into the rail accidents are carried out by the statutory bodies, the Commission of Railway Safety (CRS) under Ministry of Civil Aviation and the Departmental Inquiry Committees also as per laid down norms.

CRS of respective circles after due deliberations submittheir findings and recommendations in accidents. Appropriate action is taken by the respective Railway administration on the recommendations, suggested by the CRS in their reports. The action taken reports address the deficiencies found and hence help avoiding recurrence of similar accidents.

Recruitment

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 2025-2026	5.53 lakh
2026-2027 (upto 30.06.2026)	3396

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 **1,61,889** 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 and Metallurgical Assistant (CMA), Paramedical Categories, Non-Technical Popular Categories (Graduate), Non-

Technical Popular Categories (Under-Graduate), Ministerial and Isolated Categories and Level-1 categories such as Assistants, Track Maintainers and Pointsman.

First stage/Single stage Computer Based Tests (CBTs) for 92116 posts have been completed. Details are as under:-

Exam	Candidates	Cities	Languages
1st Stage CBT for the post of ALP (18,799 vacancies)	18,40,347	156	15
CBT for the post of Technician (14,298 vacancies)	26,99,892	139	15
1st Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	11,01,266	146	15
CBT for the post of RPF-SI (452 vacancies)	15,35,635	143	15
CBT for the post of RPF-Constable (4,208 vacancies)	45,30,288	147	15
CBT for Paramedical Categories (1,376 vacancies)	7,08,321	143	15
1st Stage CBT for Non-Technical Popular Categories (Graduate) (8,113 vacancies)	58,41,774	141	15

1st Stage CBT for Non-Technical Popular Categories (Under Graduate) (3,445 vacancies)	63,27,473	157	15
CBT for Ministerial and 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 and 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-	51,978	79	15

Graduate) (3445 vacancies)			
Total Candidates	**5,57,611**		

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

Exam	Candidates	Cities	Languages
CBAT for the post of ALP	1,32,044	84	2
Translation Test for Ministerial and Isolated Categories	1,233	8	2
CBAT for the post of Non-Technical Popular Categories (Graduate)	13,616	38	2
Computer Based Typing Skill Test(CBTST) for the posts of Non-Technical Popular Categories (Graduate)	30,341	58	2
CBTST for the post of Non-Technical Popular Categories(Under Graduate)	13,145	44	2
Total Candidates	**1,90,379**		

During 2026-2027 (upto 30.06.2026) panels for more than 3,300 candidates for various posts including the posts of Technicians, Junior Engineers, Paramedical Categories, Ministerial and Isolated categories and Assistant Loco Pilots have been finalised. Majority of them are in safety categories.

In addition, as per Annual Calendar for the year 2025, nine Centralized Employment Notifications (CENs) for 51970 vacancies have also been issued. Details are as under:-

CEN No.	**Post Name**	**No. of Vacancies notified**	**Month of Notification**
01/2025	Assistant Loco Pilots	10,970	March-2025
02/2025	Technician	6,238	June-2025
03/2025	Paramedical Categories	434	July-2025
04/2025	Section Controller	368	August-2025
05/2025	Junior Engineers (JEs)/ Depot Material Superintendent (DMS)/ Chemical and Metallurgical Assistant (CMA)	2,585	October-2025
06/2025	Non-Technical Popular	5,810	October-2025

	Categories (Graduate)		
07/2025	Non-Technical Popular Categories (Under-Graduate)	3,058	October-2025
08/2025	Isolated Categories	312	December-2025
09/2025	Level-1 posts	22,195	December-2025
Total		**51,970**	

First stage/Single stage Computer Based Tests (CBTs) for 29,775 posts have been completed. Details are as under:-

Exam	Candidates	Cities	Languages
1st Stage CBT for the post of Section Controller Categories (368 vacancies)	4,33,748	131	15
1st Stage CBT for the post of ALP (10970 vacancies)	10,03,719	141	15
1st Stage CBT for the post of JE/DMS/CMA (2585 vacancies)	5,74,351	133	15
CBT for the post of Technician (6238 vacancies)	8,41,525	117	15
CBT for Paramedical Categories (434 vacancies)	3,19,396	106	15
1st Stage CBT for Non-Technical Popular	25,89,851	142	15

Categories (Graduate) (5810 vacancies)			
1st Stage CBT for Non-Technical Popular Categories (Under Graduate) (3058 vacancies)	32,95,980	142	15
CBT for Isolated categories (312 vacancies)	37,774	34	15
Total Candidates	**90,96,344**		

2nd stage CBTs for the posts of JE/DMS/CMA have also been completed. Details are as under:-

Exam	Candidates	Cities	Languages
2nd Stage CBT for the post of JE/DMS/CMA (2585 vacancies)	39,034	90	15
2nd Stage CBT for Non-Technical Popular Categories (Graduate) (5810 vacancies)	87,317	98	15
Total Candidates	**1,26,351**		

Computer Based Aptitude Test (CBAT) for the posts of Section Controller has also been completed. Details are as under:-

Exam	Candidates	Cities	Languages
CBAT for the post of Section Controller (368 vacancies)	2,989	24	2

Further, as per Annual Calendar for the year 2026, three Centralized Employment Notifications (CENs) for 17,803 vacancies have been issued. Details are as under:-

CEN No.	Post Name	No. of Vacancies notified	Month of Notification
01/2026	Assistant Loco Pilots	11,127	March-2026
02/2026	Technician	6,557	May-2026
03/2026	**Section Controller**	119	June-2026

उत्तर प्रदेश का खनिज मानचित्र

671. श्री रामभुआल निषादः

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

(क) क्या भारतीय भूवैज्ञानिक सर्वेक्षण (जीएसआई) ने उत्तर प्रदेश राज्य के संबंध में खनिज मानचित्र बनाने का कार्य पूरा कर लिया है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसमें पहचान किए गए प्रमुख खनिज संसाधनों का ब्यौरा क्या है; और

(ग) उक्त राज्य में सतत और वैज्ञानिक खनन पद्धतियों को बढ़ावा देने के लिए सरकार द्वारा उठाए गए कदमों का ब्यौरा क्या है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) और (ख): भारतीय भूवैज्ञानिक सर्वेक्षण (जीएसआई) ने उत्तर प्रदेश का खनिज मानचित्र 1:2 मिलियन मापनी पर विविध प्रकाशन संख्या 30, भाग XIII: उत्तर प्रदेश का भूविज्ञान एवं खनिज संसाधन, के रूप में प्रकाशित किया है।

जीएसआई ने उत्तर प्रदेश के सोनभद्र, मिर्जापुर तथा चंदौली जिलों में लौह अयस्क, एंडालुसाइट, आरईई, ग्लॉकोनाइट तथा बॉक्साइट सहित विभिन्न खनिजों के संसाधनों को सुव्यवस्थित खनिज गवेषण के माध्यम से सिद्ध किया है। इसका ब्यौरा **विवरण** में दिया गया है।

(ग): सरकार देश में, उत्तर प्रदेश सहित नीतिगत ढाँचे, विनियामक प्रावधानों, योजना संबंधी आवश्यकताओं, निगरानी तंत्रों तथा निष्पादन मूल्यांकन प्रणालियों के संयोजन के माध्यम से वैज्ञानिक एवं टिकाऊ खनन सुनिश्चित करती है। खनिज संरक्षण और विकास नियम, 2017 (एमसीडीआर, 2017) के अंतर्गत व्यवस्थित खान नियोजन, पर्यावरणीय संरक्षण उपायों, सतत् खनन तथा अनुपालन प्रतिवेदन की व्यवस्था अनिवार्य की गई है, जिसके अनुसार प्रत्येक खान पट्टाधारक को भारतीय खान ब्यूरो द्वारा अनुमोदित खनन योजना तैयार करनी होती है। इस योजना में निष्कर्षण विधियों, संरक्षण उपायों तथा पर्यावरण संरक्षण संबंधी रणनीतियों का विस्तृत विवरण दिया जाता है। एमसीडीआर, 2017 के अंतर्गत खानों की स्टार रेटिंग की व्यवस्था की जाती है, जिसके माध्यम से उनकी सततता, सुरक्षा तथा अनुपालन का मूल्यांकन किया जाता है तथा सर्वोत्तम कार्य-पद्धतियों को प्रोत्साहन प्रदान किया जाता है।

विवरण

उत्तर प्रदेश में जीएसआई द्वारा संवर्धित खनिज संसाधनों का ब्यौरा

क्र. सं.	जिला	ब्लॉक/ क्षेत्र	खनिज सामग्री (अयस्क)	यूएनएफसी चरण	संसाधन (मिलियन टन में)
1.	सोनभद्र	सलाइडीह-हरवरिया	एंडालुसाइट	जी2	45.87
2.		बरवाडी- कुरछा	ग्लॉकोनाइट	जी2	7.80
3.		कुरछा	ग्लॉकोनाइट	जी2	1.85
4.		पुलवार ब्लॉक-ए	एंडालुसाइट	जी2	12.17
5.		पुलवार ब्लॉक-बी	एंडालुसाइट	जी3	22.18
6.		पुलवार ब्लॉक-सी	एंडालुसाइट	जी3	15.79
7.		पुलवार ब्लॉक-डी	एंडालुसाइट	जी3	18.24
8.		भरहरी ब्लॉक ए	लौह अयस्क	जी3	14.89
9.		भरहरी ब्लॉक बी	लौह अयस्क	जी3	10.77
10.		भरहरी - ब्लॉक डी, खोरिया के उत्तर में	लौह अयस्क	जी3	13.53
11.		नवाटोला-लाबंद	दुर्लभ मृदा तत्व +Y	जी3	0.34
12.	चंदौली	नौगढ़-पंडरी	बॉक्साइट, टाइटेनियम, वैनेडियम, गैलियम	जी4	बॉक्साइट:12.23 टाइटेनियम अयस्क: 12.69 वैनेडियम अयस्क: 2.72 गैलियम अयस्क: 2.54

खाद्यान्न भंडारण सुविधाओं का प्रचालन

672. श्री अमरा राम:

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

(क) 134 स्थानों पर खाद्यान्न भंडारण सुविधाओं के प्रचालन के लिए प्रदान की गई निविदाओं हेतु निर्धारित निबंधन और शर्तों का ब्यौरा क्या है;

(ख) किन-किन कंपनियों को निविदाएं प्रदान की गई हैं;

(ग) क्या ये कंपनियां न्यूनतम समर्थन मूल्य पर खाद्यान्न की खरीद करेंगी और वितरण के लिए खाद्यान्न उपलब्ध कराने के लिए जिम्मेदार होंगी; और

(घ) भारतीय खाद्य निगम के गोदामों में कार्यरत कर्मचारियों और अधिकारियों को सौंपे जाने वाले संभावित कार्य का ब्यौरा क्या है?

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

(क): हब और स्पोक चरण-I (डीबीएफओटी और डीबीएफओओ) और हब और स्पोक चरण-II (डीबीएफओओ) के तहत निविदाओं के लिए निर्धारित नियम और शर्तें **विवरण**-I के रूप में संलग्न हैं।

(ख): हब और स्पोक चरण-I (डीबीएफओटी और डीबीएफओओ) और हब और स्पोक चरण-II (डीबीएफओओ) के तहत निविदाएं जिन कंपनियों को दी गई हैं, उनकी सूची **विवरण**-II के रूप में संलग्न है।

(ग): जी नहीं

(घ): इस संबंध में, यह निवेदन किया जाता है कि डिपो, गुणवत्ता नियंत्रण और संचलन कैडर से संबंधित प्रबंधक स्तर तक के अधिकारी/कर्मचारी सामान्यतः डिपो में तैनात रहते हैं। उपर्युक्त कैडर के अधिकारियों/कर्मचारियों द्वारा किए जाने वाले कार्य की प्रकृति **विवरण**-III के रूप में संलग्न है।

विवरण-I

आरएफपी के नियम एवं शर्तें: डीबीएफओटी-चरण-I

वित्तीय उद्धरण, परियोजना के कार्यान्वयन हेतु बोलीदाता द्वारा अपेक्षित, परियोजना के अंतर्गत कुल 3.5 लाख टन क्षमता वाले स्थलों के लिए रुपये प्रति टन प्रति वर्ष की दर से नियत भंडारण प्रभार होगी, जिसका भुगतान प्राधिकरण द्वारा इस आरएफपी की नियम एवं शर्तों तथा रियायत करार के प्रावधानों के अनुसार किया जाएगा। बोलीदाता को परियोजना के अंतर्गत सभी स्थलों के लिए केवल एक अर्हता प्रस्ताव (क्वालिफिकेशन प्रपोजल) और एक वित्तीय प्रस्ताव प्रस्तुत करना होगा। संपूर्ण परियोजना के लिए वित्तीय प्रस्ताव परिशिष्ट-I के अनुसार तथा पोर्टल पर उपलब्ध निर्देशों के अनुरूप प्रस्तुत किया जाएगा।

वित्तीय प्रस्ताव का खोला जाना एवं मूल्यांकन: वित्तीय प्रस्ताव, परियोजना के कार्यान्वयन हेतु बोलीदाता द्वारा अपेक्षित परियोजना के अंतर्गत प्रत्येक स्थल के लिए रुपये प्रति टन प्रति वर्ष की दर से नियत भंडारण प्रभार के रूप में वित्तीय उद्धरण होगा ("वित्तीय प्रस्ताव")। परियोजना के लिए प्रति टन प्रति वर्ष नियत भंडारण प्रभार के भारित औसत (वेटेड एवरेज) का उपयोग ई-रिवर्स नीलामी) प्रक्रिया के अनुसरण में वरीयताप्राप्त बोलीदाता के चयन हेतु मूल्यांकन मानदंड के रूप में किया जाएगा। तथापि, परियोजना के तहत प्रत्येक स्थल के लिए नियत प्रभार का भुगतान संबंधित स्थल के लिए सीओडी की प्राप्ति के आधार पर किया जाएगा। इस आरएफपी के खंड 3.6 के अनुसार, जिन बोलीदाताओं की तकनीकी बोली उत्तरदायी पाई जाती है तथा जो अर्ह पाए जाते हैं, उन्हें ई-रिवर्स नीलामी प्रक्रिया (अर्थात् पात्र बोलीदाता) के लिए सूचीबद्ध किया जाएगा। ई-रिवर्स नीलामी में भागीदारी हेतु चयनित पात्र बोलीदाता, परिशिष्ट-VIII: एनआईसी (जीईपीएनआईसी©) की सरकारी ई-खरीद प्रणाली में निविदा-सह-नीलामी (ई-रिवर्स नीलामी/ई-फॉरवर्ड नीलामी) : बोलीदाताओं के लिए अनुदेश में विनिर्दिष्ट प्रक्रिया का पालन करेंगे। ई-रिवर्स नीलामी प्रक्रिया के अनुसरण में बोलीदाता का मूल्यांकन किया जाएगा तथा प्रति टन प्रति वर्ष के न्यूनतम भारित

औसत नियत भंडारण प्रभार वाले बोलीदाता को चयनित बोलीदाता घोषित किया जाएगा। यह स्पष्ट किया जाता है कि वित्तीय प्रस्ताव में दिए गए प्रति टन प्रति वर्ष के भारित औसत नियत भंडारण प्रभार तथा ई-रिवर्स नीलामी प्रक्रिया में दिए गए प्रति टन प्रति वर्ष के भारित औसत नियत भंडारण प्रभार के बीच के प्रतिशत अंतर का उपयोग परियोजना के अंतर्गत प्रत्येक स्थान के लिए प्रति टन प्रति वर्ष के नियत भंडारण प्रभार की गणना करने हेतु किया जाएगा।

बोलीदाता की पात्रता निर्धारित करने हेतु निम्नलिखित लागू होगा:

(क) बोलीदाता एक एकल इकाई अथवा परियोजना के कार्यान्वयन हेतु साथ आने वाली इकाइयों का समूह ("संघ"/कंसोर्टियम) हो सकता है। तथापि, कोई भी बोलीदाता, चाहे वह व्यक्तिगत रूप से आवेदन कर रहा हो अथवा किसी संघ (कंसोर्टियम) के सदस्य के रूप में, जैसा भी मामला हो, किसी अन्य बोलीदाता का सदस्य नहीं हो सकता। यहां प्रयुक्त "बोलीदाता" शब्द एकल इकाई तथा संघ दोनों पर लागू होगा।

(ख) बोलीदाता एक स्वाभाविक व्यक्ति, निजी इकाई, सरकार के स्वामित्व वाली इकाई अथवा इनके किसी संयोजन के रूप में, संघ गठित करने हेतु संयुक्त बोली करार (जॉइंट बिडिंग एग्रीमेंट) की औपचारिक मंशा के साथ अथवा किसी विद्यमान करार के अंतर्गत हो सकता है। खंड 2.2.9 में निर्धारित शर्तों के अधीन, किसी संघ (कंसोर्टियम) को विचार के लिए पात्र माना जाएगा। अर्हता प्रस्ताव के भाग के रूप में, बोलीदाताओं को निम्नलिखित शर्तों को पूरा करना होगा:

I. तकनीकी क्षमता: तकनीकी क्षमता एवं अनुभव ("तकनीकी क्षमता") प्रदर्शित करने के लिए, बोलीदाता के पास बोली प्रस्तुत करने की अंतिम तिथि से पूर्ववर्ती 5 (पाँच) वित्तीय वर्षों के दौरान निम्नलिखित होना चाहिए:

(क) खंड 3.3.3 में विनिर्दिष्ट पात्र परियोजना(परियोजनाओं) के निर्माण के लिए भुगतान किया हो अथवा उसके लिए भुगतान प्राप्त किया हो; और/ अथवा

(ख) खंड 3.3.2 में विनिर्दिष्ट पात्र परियोजना(परियोजनाओं) के विकास हेतु भुगतान किया हो; और/ अथवा

(ग) खंड 3.3.4 में विनिर्दिष्ट पात्र परियोजना(परियोजनाओं) से राजस्व एकत्रित एवं विनियोजित किया हो,

बशर्ते कि उपर्युक्त का कुल योग खंड 1.1.1 में उल्लिखित परियोजना की अनुमानित परियोजना लागत के 100% से अधिक हो ("न्यूनतम अपेक्षित तकनीकी क्षमता")।

II. वित्तीय क्षमता: बोलीदाता का, गत वित्तीय वर्ष के अंत में, परियोजना के लिए कुल अनुमानित परियोजना लागत (खंड 1.1.1 देखें) का न्यूनतम 25% (पच्चीस प्रतिशत) निवल मूल्य होना चाहिए ("वित्तीय क्षमता")।

संघ (कंसोर्टियम) के मामले में, उन सदस्यों की संयुक्त तकनीकी क्षमता तथा निवल मूल्य, जिनकी एसपीवी में प्रत्येक की कम-से-कम 26% (छब्बीस प्रतिशत) की इक्विटी हिस्सेदारी होगी, उपर्युक्त पात्रता शर्तों को पूरा करनी चाहिए; बशर्ते कि ऐसा प्रत्येक सदस्य, परियोजना के वाणिज्यिक प्रचालन की तिथि से 2 (दो) वर्ष की अवधि तक, निम्नानुसार से कम इक्विटी शेयर पूंजी धारण करेगा: (i) एसपीवी की अभिदत्त (सब्सक्राइब्ड) और प्रदत्त (पेड-अप) इक्विटी का 26% (छब्बीस प्रतिशत); तथा (ii) रियायत करार में निर्दिष्ट कुल परियोजना लागत का 5% (पांच प्रतिशत)।

प्रचालन एवं अनुरक्षण (ओ और एम) अनुभव: यदि बोलीदाता के पास अपेक्षित प्रचालन एवं अनुरक्षण (ओ एंड एम) अनुभव नहीं है, तो वह या तो सीओडी से 5 (पाँच) वर्ष की अवधि के लिए प्रचालन एवं अनुरक्षण दायित्वों के निर्वहन संबंधी उपर्युक्त अनुभव रखने वाली किसी इकाई के साथ करार करेगा, अथवा रियायत करार के प्रावधानों के अनुसार अपने प्रचालन एवं अनुरक्षण (ओ एंड एम) दायित्वों के निर्वहन हेतु अनुभवी एवं योग्य कार्मिकों को नियुक्त करेगा; अन्यथा रियायत करार समाप्त किए जाने के लिए उत्तरदायी होगा।

संघ (कंसोर्टियम) के मामले में, उन सदस्यों की संयुक्त तकनीकी क्षमता तथा निवल मूल्य, जिनकी एसपीवी में प्रत्येक की कम-से-कम 26% (छब्बीस प्रतिशत) की इक्विटी रखने का दायित्व लेते हैं, उपर्युक्त पात्रता शर्तों को पूरा करनी चाहिए; बशर्ते कि ऐसा प्रत्येक सदस्य, परियोजना के

वाणिज्यिक प्रचालन की तिथि से 2 (दो) वर्ष की अवधि तक, निम्नानुसार से कम इक्विटी शेयर पूंजी धारण करेगा: (i) एसपीवी की अभिदत्त (सब्सक्राइब्ड) और प्रदत्त (पेड-अप) इक्विटी का 26% (छब्बीस प्रतिशत); तथा (ii) रियायत करार में निर्दिष्ट कुल परियोजना लागत का 5% (पांच प्रतिशत)।

कंटेनर डिपो सहित साइलो (हब साइलो) तथा कंटेनर डिपो रहित साइलो (स्पोक साइलो) का निर्माण भारतीय खाद्य निगम (एफसीआई) की भूमि पर किया जाएगा। परियोजना की अन्य अपेक्षाएं मसौदा रियायत करार में उपलब्ध हैं।

बोलीदाता को अपनी बोली के साथ, परिशिष्ट-I में दिए गए प्रारूप के अनुसार, उसके अनुबंधों सहित, निम्नलिखित प्रस्तुत करना होगा:

(1) अपने सांविधिक लेखा परीक्षकों अथवा संबंधित ग्राहक(ओं) से प्राप्त प्रमाण-पत्र, जिसमें खंड 2.2.3(I) के अनुसार तकनीकी क्षमता के मूल्यांकन हेतु प्रस्तुत परियोजनाओं के संबंध में विगत 5 (पाँच) वर्षों के दौरान, यथास्थिति, किए गए/प्राप्त भुगतानों अथवा कमीशन किए गए कार्यों का उल्लेख हो; यदि किसी विशेष कार्य/संविदा का निष्पादन बोलीदाता द्वारा (संघ के भाग के रूप में) संयुक्त रूप से किया गया हो, तो उसे उस विशेष कार्य/संविदा में निष्पादित कार्य में अपने हिस्से के दावे के समर्थन में अपने सांविधिक लेखा परीक्षक अथवा संबंधित ग्राहक से प्रमाण-पत्र भी प्रस्तुत करना होगा; तथा

(ख) अपने सांविधिक लेखा परीक्षकों से प्रमाण-पत्र, जिसमें विनिर्दिष्ट अपेक्षा के अनुसार बोलीदाता का निवल मूल्य विनिर्दिष्ट किया गया हो तथा यह भी विनिर्दिष्ट किया गया हो कि ऐसे निवल मूल्य की गणना हेतु अपनाई गई कार्यप्रणाली इस खंड 2.2.7(ख) के प्रावधानों के अनुरूप है। इस आरएफपी के प्रयोजनों के लिए, "निवल मूल्य" (निवल मूल्य) से अभिप्राय अभिदत्त एवं चुकता इक्विटी तथा आरक्षितियों के योग से है, जिसमें से पुनर्मूल्यांकन आरक्षितियों, बट्टे खाते में न डाली गई प्रकीर्ण व्यय-राशि तथा इक्विटी शेयरधारकों को वितरण हेतु उपलब्ध न होने वाली आरक्षितियों के योग को घटाया जाएगा। कंपनियों से भिन्न संस्थाओं के लिए, "निवल मूल्य" से

अभिप्राय देयताओं को घटाने के पश्चात आस्तियों के मूल्य से होगा तथा इसकी गणना लागू लेखांकन मानकों के अनुसार की जाएगी।

बोलीदाता, बोली के साथ उपर्युक्तानुसार विनिर्दिष्ट प्रमाण-पत्रों की स्कैन की गई प्रतियां ऑनलाइन अपलोड करेगा, जबकि उनके मूल भौतिक दस्तावेज़ बोली प्रस्तुत करने की अंतिम तिथि से 3 (तीन) कार्य दिवसों के भीतर प्रस्तुत किए जाएंगे; ऐसा न करने पर बोलीदाता की बोली को तत्काल अस्वीकृत कर दिया जाएगा।

बोलीदाता का चयन: खंड 2.16 के प्रावधानों के अधीन, जिस बोलीदाता की बोली खंड 3.2.1 के अनुसार उत्तरदायी पाई जाएगी, उसकी तकनीकी क्षमता तथा वित्तीय क्षमता का आकलन करने हेतु उसका मूल्यांकन किया जाएगा। तकनीकी क्षमता तथा वित्तीय क्षमता संबंधी अर्हताओं को पूरा करने वाले तथा जिनकी बोलियां खंड 3.2 के अनुसार उत्तरदायी होंगी, वे "तकनीकी रूप से अर्ह बोलीदाता" होंगे। 3.6.2 वित्तीय प्रस्ताव केवल "तकनीकी रूप से अर्ह" बोलीदाताओं का ही खोला जाएगा। यदि केवल एक (1) तकनीकी रूप से अर्ह बोलीदाता हो, तो ई-रिवर्स नीलामी प्रक्रिया आयोजित नहीं की जाएगी तथा प्राधिकरण को तकनीकी रूप से अर्ह बोलीदाता के वित्तीय प्रस्ताव के आधार पर ठेका प्रदान करने का अधिकार सुरक्षित रहेगा। यदि तकनीकी रूप से अर्ह बोलीदाताओं की संख्या [2] या उससे अधिक हो, तो अर्ह बोलीदाताओं के मध्य ई-रिवर्स नीलामी प्रक्रिया आयोजित की जाएगी। 3.6.3 ई-रिवर्स नीलामी प्रक्रिया में भागीदारी हेतु चयनित बोलीदाता, परिशिष्ट-VIII: एनआईसी (जीईपीएनआईसी©) की सरकारी ई-खरीद प्रणाली में निविदा-सह-नीलामी (ई-रिवर्स नीलामी/ई-फॉरवर्ड नीलामी): बोलीदाताओं के लिए निर्देश में विनिर्दिष्ट प्रक्रिया का पालन करेंगे। ई-रिवर्स नीलामी प्रक्रिया के अंत में न्यूनतम भारित औसत नियत भंडारण प्रभार का उद्धरण देने वाले बोलीदाता को “चयनित बोलीदाता” घोषित किया जाएगा। संदेह की किसी भी संभावना से बचने के लिए, यदि खंड 3.6.2 के अनुसरण में ई-रिवर्स नीलामी आयोजित नहीं की जाती है अथवा ई-रिवर्स नीलामी प्रक्रिया आयोजित किए जाने पर भी किसी भी बोलीदाता द्वारा कोई कमी प्रस्तावित नहीं की जाती है, तो प्राधिकरण अपने

विवेकाधिकार से प्रति टन प्रति वर्ष के न्यूनतम भारित औसत नियत भंडारण प्रभार का उद्धरण देने वाले अर्ह बोलीदाता को "चयनित बोलीदाता" घोषित कर सकता है। यदि दो या दो से अधिक तकनीकी रूप से अर्ह बोलीदाता समान भारित औसत नियत भंडारण प्रभार का उद्धरण देते हैं ("समतुल्य बोलीदाता"), तो ऐसे सभी तकनीकी रूप से अर्ह बोलीदाता न्यूनतम बोलीदाता माने जाएंगे तथा प्राधिकरण, ऐसे समतुल्य बोलीदाताओं में से, जिन्हें पूर्व सूचना दी जाएगी और जो उपस्थित होना चाहें, उनकी उपस्थिति में लॉटरी द्वारा चयन करके चयनित बोलीदाता की पहचान करेगा।

यह भी स्पष्ट किया जाता है कि कोई भी बोलीदाता, चाहे वह व्यक्तिगत रूप से, किसी संघ (कंसोर्टियम) के माध्यम से अथवा अपने सहयोगी (एसोसिएट) के माध्यम से भाग ले रहा हो, अधिकतम एक परियोजना ही प्राप्त कर सकेगा। परियोजना-1 के लिए चयनित बोलीदाता का वित्तीय प्रस्ताव, चाहे वह व्यक्तिगत रूप से, किसी संघ (कंसोर्टियम) के माध्यम से अथवा अपने सहयोगी (एसोसिएट) के माध्यम से प्रस्तुत किया गया हो, परियोजना-2 (आरएफपी संख्या साइलोज15/14/1/ परियोजना2), परियोजना-3 (आरएफपी संख्या साइलोज15/14/1/ परियोजना3) तथा परियोजना-4 (आरएफपी संख्या साइलोज15/14/1/ परियोजना4) के लिए नहीं खोला जाएगा। यदि ऐसी स्थिति उत्पन्न होती है कि अन्य परियोजनाओं के लिए कोई बोलीदाता उपलब्ध नहीं है, तो उन परियोजनाओं के लिए चयन प्रक्रिया निरस्त कर दी जाएगी तथा प्राधिकरण के विवेकाधिकार से उन परियोजनाओं के लिए पुनः निविदा आमंत्रित की जा सकती है। उदाहरणार्थ, मान लीजिए कि 4 परियोजनाएं (पी1, पी2, पी3 तथा पी4) हैं तथा प्रत्येक परियोजना के लिए 4 अर्ह बोलीदाता (ए1, ए2, ए3 तथा ए4) हैं। यदि पी1 के लिए ई-रिवर्स नीलामी प्रक्रिया के परिणामस्वरूप ए1 चयनित बोलीदाता घोषित होता है, तो पी2, पी3 तथा पी4 के लिए ए1 का वित्तीय प्रस्ताव नहीं खोला जाएगा। इसी प्रकार की प्रक्रिया आगामी परियोजनाओं के लिए भी अपनाई जाएगी। यदि किसी परियोजना के लिए केवल एक (1) बोलीदाता हो, तो ई-रिवर्स नीलामी प्रक्रिया आयोजित नहीं की जाएगी तथा प्राधिकरण को अर्ह बोलीदाता के वित्तीय प्रस्ताव के

आधार पर अधिनिर्णय करने का अधिकार सुरक्षित रहेगा। यदि ऐसी स्थिति उत्पन्न होती है कि अन्य परियोजनाओं के लिए कोई बोलीदाता उपलब्ध नहीं है, तो संबंधित परियोजना निरस्त कर दी जाएगी तथा प्राधिकरण के विवेकाधिकार से उसके लिए पुनः निविदा आमंत्रित की जा सकती है।

आरएफपी के नियम एवं शर्तें: डीबीएफओओ - चरण-I

अर्हता प्रस्ताव को खोलना एवं मूल्यांकन: अर्हता प्रस्ताव में खंड 2.11 के अंतर्गत उल्लिखित सभी परिशिष्ट, विवरण और अन्य सहायक दस्तावेज ("अर्हता प्रस्ताव") शामिल होंगे, जिन्हें बोलीदाता को बोली के भाग के रूप में प्रस्तुत करना अपेक्षित है। बोलीदाताओं को परियोजना के लिए निविदा अनुरोध (आरएफपी) में उल्लिखित मानदंडों को पूरा करना होगा। केवल उन्हीं बोलीदाताओं के वित्तीय प्रस्ताव खोले जाएंगे, जिनकी बोली खंड 3.2 के अनुसार स्वीकार्य है और जिनका अर्हता प्रस्ताव इस निविदा अनुरोध (आरएफपी) में निर्धारित मानदंडों को पूरा करता है।

भाग 2: वित्तीय प्रस्ताव का खोलना एवं उसका मूल्यांकन:

वित्तीय प्रस्ताव संपूर्ण परियोजना के लिए प्रति टन प्रति वर्ष रुपये में एकल नियत भंडारण प्रभार के रूप में बोलीदाता द्वारा परियोजना के कार्यान्वयन हेतु अपेक्षित वित्तीय उद्धरण ("वित्तीय प्रस्ताव") होगा और इसका उपयोग चयनित बोलीदाता के चयन में मूल्यांकन मैट्रिक्स के रूप में किया जाएगा। तथापि, प्रत्येक स्थान के लिए नियत प्रभार का भुगतान परियोजना के अंतर्गत उस स्थान के लिए सीओडी की प्राप्ति के आधार पर किया जाएगा। संपूर्ण परियोजना के लिए प्रति टन प्रति वर्ष सबसे कम नियत भंडारण प्रभार का उद्धरण देने वाले बोलीदाता को चयनित बोलीदाता घोषित किया जाएगा।

वित्तीय प्रस्ताव के तहत, बोलीदाताओं को परियोजना ("वित्तीय उद्धरण") के कार्यान्वयन के लिए आवश्यक कुल क्षमता लाख टन की संपूर्ण परियोजना के लिए प्रति टन प्रति वर्ष रुपये में नियत भंडारण प्रभार के रूप में एक एकल वित्तीय उद्धरण प्रस्तुत करना होगा। संपूर्ण परियोजना के लिए बोलीदाता द्वारा उद्धृत किए जाने वाले प्रति टन प्रति वर्ष रुपये में नियत भंडारण प्रभार, परियोजना

के उन स्थानों पर प्रचालन के पहले वित्तीय वर्ष ("आधार वर्ष") के लिए लागू होगा जहां सीओडी प्राप्त हो चुका है। नियत भंडारण प्रभार का भुगतान प्राधिकरण द्वारा रियायत समझौते की शर्तों के अनुसार किया जाएगा। परियोजना उस बोलीदाता को दी जाएगी जो संपूर्ण परियोजना के लिए प्रति टन प्रति वर्ष सबसे कम नियत भंडारण प्रभार का उद्धरण देता है। इस आरएफपी में, "सबसे कम बोलीदाता" शब्द का अर्थ उस बोलीदाता से है जिसने संपूर्ण परियोजना के लिए प्रति टन प्रति वर्ष सबसे कम नियत भंडारण प्रभार का उद्धरण दिया है। नियत भंडारण प्रभार के अतिरिक्त, प्राधिकरण रियायत समझौते की शर्तों के अनुसार रियायतग्राही को परिवर्तनीय प्रभार और हैंडलिंग प्रभार का भुगतान करेगा। भंडारण एवं प्रबंधन प्रभार में रियायत समझौते की शर्तों के अनुसार प्रत्येक वर्ष 1 अप्रैल से संशोधन किया जाएगा। यह भी स्पष्ट किया जाता है कि वित्तीय प्रस्ताव के मूल्यांकन के लिए केवल बोलीदाता द्वारा उद्धृत संपूर्ण परियोजना के लिए प्रति टन प्रति वर्ष का नियत भंडारण प्रभार ही मान्य होगा।

बोलीदाता की पात्रता निर्धारित करने के लिए निम्नलिखित नियम लागू होंगे:

(क) बोलीदाता एक इकाई या संस्थाओं का समूह ("कंसोर्टियम") हो सकता है, जो परियोजना को कार्यान्वित करने के लिए एक साथ आ रहे हों। तथापि, व्यक्तिगत रूप से या कंसोर्टियम के सदस्य के रूप में आवेदन करने वाला कोई भी बोलीदाता किसी अन्य बोलीदाता का सदस्य नहीं हो सकता। यहां प्रयुक्त "बोलीदाता" शब्द एकल इकाई और कंसोर्टियम दोनों पर लागू होगा।

(ख) बोलीदाता एक व्यक्ति, निजी संस्था, सरकारी स्वामित्व वाली संस्था या इनमें से किसी का भी संयोजन हो सकता है, जिसका संयुक्त बोली समझौते में प्रवेश करने का औपचारिक इरादा हो या किसी मौजूदा समझौते के तहत कंसोर्टियम बनाने का इरादा हो। कंसोर्टियम खंड 2.2.9 में निर्धारित शर्तों के अधीन विचार के लिए पात्र होगा।

अर्हता प्रस्ताव के भाग के रूप में, बोलीदाताओं को निम्नलिखित शर्तों को पूरा करना होगा: I. तकनीकी क्षमता: हटा दिया गया II. वित्तीय क्षमता: बोलीदाता के पास पिछले वित्तीय वर्ष के अंत में कुल अनुमानित परियोजना लागत (खंड 1.1.1 देखें) का न्यूनतम 25% (पच्चीस प्रतिशत) की

निवल संपत्ति ("वित्तीय क्षमता") होनी चाहिए। कंसोर्टियम के मामले में, उन सदस्यों की संयुक्त निवल संपत्ति, जिनके पास एसपीवी में कम से कम 26% (छब्बीस प्रतिशत) की इक्विटी हिस्सेदारी होनी चाहिए, पात्रता की उपरोक्त शर्तों को पूरा करना चाहिए; बशर्ते कि प्रत्येक सदस्य परियोजना के वाणिज्यिक प्रचालन (सीओडी) की तिथि से कम से कम 2 (दो) वर्षों की अवधि के लिए निम्न से कम इक्विटी शेयर पूंजी (i) एसपीवी की अभिवेदित और भुगतान की गई इक्विटी शेयर पूंजी का 26% (छब्बीस प्रतिशत); और (ii) रियायत समझौते में विनिर्दिष्ट कुल परियोजना लागत का 5% (पांच प्रतिशत) धारण करे। 2.2.4. अनुभव: निर्माण अनुभव: बोलीदाता के पास अपेक्षित निर्माण अनुभव होना चाहिए। यदि बोलीदाता के पास अपेक्षित निर्माण अनुभव नहीं है, तो उसे रियायत समझौते में उल्लिखित रियायतग्राही के निर्माण दायित्वों से संबंधित अपेक्षित अनुभव रखने वाली संस्था के साथ औपचारिक समझौता करना होगा; अन्यथा, रियायत समझौता रद्द किया जा सकता है। प्रचालन एवं रखरखाव (ओएंडएम) अनुभव: बोलीदाता के पास अपेक्षित प्रचालन एवं रखरखाव (ओएंडएम) अनुभव होना चाहिए। यदि बोलीदाता के पास अपेक्षित प्रचालन एवं रखरखाव (ओएंडएम) अनुभव नहीं है, तो उसे या तो प्रचालन एवं रखरखाव दायित्वों के निर्वहन से संबंधित अनुभव रखने वाली संस्था के साथ अनुबंध करना होगा, या रियायत समझौते के प्रावधानों के अनुसार अपने प्रचालन एवं रखरखाव दायित्वों के निर्वहन के लिए अनुभवी और योग्य कर्मियों को नियुक्त करना होगा; अन्यथा, रियायत समझौता रद्द किया जा सकता है। 2.2.5. कंसोर्टियम के मामले में, एसपीवी में कम से कम 26% (26 प्रतिशत) इक्विटी शेयर रखने का वचन देने वाले सदस्यों की संयुक्त निवल संपत्ति को पात्रता की उपरोक्त शर्तों को पूरा करना चाहिए; बशर्ते कि ऐसा प्रत्येक सदस्य परियोजना के वाणिज्यिक प्रचालन की तिथि (सीओडी) से 2 (दो) वर्षों की अवधि के लिए कम से कम (i) एसपीवी की अभिवेदित और भुगतान की गई इक्विटी पूंजी का 26% (26 प्रतिशत); और (ii) रियायत समझौते में विनिर्दिष्ट कुल परियोजना लागत का 5% (5 प्रतिशत) इक्विटी शेयर पूंजी धारण करेगा।

बोलीदाता का चयन: धारा 2.16 के प्रावधानों के अधीन रहते हुए, धारा 3.2.1 के अनुसार जिसकी बोली स्वीकार्य पाई जाएगी, उसकी वित्तीय क्षमता का मूल्यांकन किया जाएगा। धारा 3.2 के अनुसार उनकी बोलियाँ स्वीकार्य होने पर, वित्तीय क्षमता के मानदंड पर अर्हता प्राप्त करने वाले बोलीदाता तकनीकी रूप से योग्य बोलीदाता होंगे। 3.6.2. वित्तीय प्रस्ताव केवल तकनीकी रूप से योग्य बोलीदाताओं के लिए ही खोला जाएगा। तकनीकी रूप से योग्य बोलीदाताओं में से, सबसे कम नियत भंडारण प्रभार का प्रस्ताव देने वाले बोलीदाता को चयनित बोलीदाता (चुने गए बोलीदाता) घोषित किया जाएगा। 3.6.3. यदि दो या दो से अधिक तकनीकी रूप से योग्य बोलीदाता एक ही नियत भंडारण प्रभार की बोली लगाते हैं ("टाई बोलीदाता"), तो प्राधिकरण टाई बोलीदाताओं में से चयनित बोलीदाता की पहचान लॉटरी द्वारा करेगा, जो पूर्व सूचना के साथ, उपस्थित होने का विकल्प चुनने वाले टाई बोलीदाताओं की उपस्थिति में आयोजित की जाएगी। 3.6.4. (क) यदि प्राप्त न्यूनतम बोली अनुचित हो या बहुत अधिक/कम होने के कारण अस्वीकार्य हो, तो प्राधिकरण न्यूनतम बोलीदाता से ऐसी बोली का औचित्य मांगने का अधिकार सुरक्षित रखता है। यदि बोली अनुचित मानी जाती है, तो प्राधिकरण अपने विवेक से ऐसे वित्तीय प्रस्ताव को स्वीकार नहीं कर सकता है और बोली प्रक्रिया को रद्द कर सकता है। (ख) यदि न्यूनतम बोलीदाता पहली बार (बोली का पहला दौर) में किसी कारण से अपनी बोली वापस ले लेता है या चयनित नहीं होता है, तो प्राधिकरण सभी शेष तकनीकी रूप से योग्य बोलीदाताओं को आवश्यकतानुसार अपनी बोली सुरक्षा को पुनः मान्य करने या बढ़ाने और उपरोक्त न्यूनतम बोलीदाता के वित्तीय प्रस्ताव से मेल खाने के लिए आमंत्रित कर सकता है (बोली का दूसरा दौर)। यदि दूसरे दौर की बोली में, केवल एक तकनीकी रूप से योग्य बोलीदाता न्यूनतम बोलीदाता से मेल खाता है, तो वही चयनित बोलीदाता होगा। यदि दूसरे दौर की बोली में दो या दो से अधिक तकनीकी रूप से योग्य बोलीदाता उक्त सबसे कम बोलीदाता के बराबर बोली लगाते हैं, तो वह तकनीकी रूप से योग्य बोलीदाता जिसका वित्तीय प्रस्ताव पहले दौर की बोली में अन्य बोलीदाताओं की तुलना में कम था, चयनित बोलीदाता होगा। उदाहरण के लिए, यदि पहले दौर की बोली में तीसरे और पांचवें

सबसे कम योग्य बोलीदाता दूसरे दौर की बोली में उक्त सबसे कम बोलीदाता के बराबर बोली लगाने का प्रस्ताव देते हैं, तो उक्त तीसरे सबसे कम योग्य बोलीदाता को चयनित बोलीदाता माना जाएगा। 3.6.5. यदि खंड 3.6.4 (ख) में विनिर्दिष्ट अनुसार दूसरे दौर की बोली में कोई भी तकनीकी रूप से योग्य बोलीदाता सबसे कम बोलीदाता के बराबर बोली लगाने का प्रस्ताव नहीं देता है, तो प्राधिकरण अपने विवेक से बोली प्रक्रिया को रद्द कर सकता है। आरएफपी के नियम एवं शर्तें: डीबीएफओओ: चरण-II

अर्हता प्रस्ताव के अंतर्गत, बोलीदाताओं को इस निविदा प्रस्ताव में विनिर्दिष्ट वित्तीय क्षमता को पूरा करने के लिए सभी आवश्यक जानकारी प्रदान करनी होगी। केवल उन्हीं बोलीदाताओं के वित्तीय प्रस्ताव खोले जाएंगे जो खंड 3.2, 3.5 और 3.6.1 के अनुरूप योग्य हों। वित्तीय क्षमता को पूरा न करने वाले सभी बोलीदाताओं के वित्तीय प्रस्ताव नहीं खोले जाएंगे। 1.2.9. वित्तीय प्रस्ताव के अंतर्गत, बोलीदाताओं को परियोजना के कार्यान्वयन के लिए आवश्यक 1.00 लाख टन की कुल क्षमता वाली संपूर्ण परियोजना के लिए प्रति टन प्रति वर्ष रुपये में नियत भंडारण प्रभार के रूप में एक एकल वित्तीय उद्धरण ("वित्तीय उद्धरण") प्रदान करना होगा। बोलीदाता द्वारा उद्धृत संपूर्ण परियोजना के लिए प्रति टन प्रति वर्ष रुपये में नियत भंडारण प्रभार, परियोजना में उन स्थानों पर प्रचालन के पहले वित्तीय वर्ष ("आधार वर्ष") के लिए लागू होगा जहां सीओडी प्राप्त होता है। रियायत समझौते की शर्तों के अनुसार प्राधिकरण द्वारा नियत भंडारण प्रभार देय है। परियोजना उस बोलीदाता को दी जाएगी जो पूरी परियोजना के लिए प्रति टन प्रति वर्ष सबसे कम नियत भंडारण प्रभार का प्रस्ताव रखेगा। इस निविदा प्रस्ताव में, "सबसे कम बोलीदाता" से तात्पर्य उस बोलीदाता से है जिसने पूरी परियोजना के लिए प्रति टन प्रति वर्ष सबसे कम नियत भंडारण प्रभार का प्रस्ताव रखा है। नियत भंडारण प्रभार के अतिरिक्त, प्राधिकरण रियायत समझौते की शर्तों के अनुसार रियायतग्राही को परिवर्तनीय प्रभार और हैंडलिंग प्रभार का भुगतान करेगा। भंडारण और हैंडलिंग प्रभार को रियायत समझौते की शर्तों के अनुसार प्रत्येक वर्ष 1 अप्रैल से संशोधित किया जाएगा। यह भी स्पष्ट किया जाता है कि वित्तीय प्रस्ताव का मूल्यांकन करते समय केवल बोलीदाता

द्वारा पूरी परियोजना के लिए उद्धृत प्रति टन प्रति वर्ष नियत भंडारण प्रभार पर ही विचार किया जाएगा।

अर्हता प्रस्ताव के भाग के रूप में, बोलीदाताओं को निम्नलिखित शर्तों को पूरा करना होगा:

I. तकनीकी क्षमता: हटा दिया गया II. वित्तीय क्षमता: बोलीदाता के पास पिछले वित्तीय वर्ष के अंत में कुल अनुमानित परियोजना लागत (खंड 1.1.1 देखें) का न्यूनतम 25% (पच्चीस प्रतिशत) की निवल संपत्ति ("वित्तीय क्षमता") होनी चाहिए। या एक वैकल्पिक निवेश निधि (एआईएफ) न्यूनतम निवेश योग्य निधियों (अर्थात निवेश के लिए तत्काल उपलब्ध निधि और आवेद्य पूंजी, निधि के प्रशासन और प्रबंधन के लिए अनुमानित व्यय को घटाकर) के आधार पर भी अर्हता प्राप्त कर सकती है, जो कि एक ही निवेशित इकाई में निवेश की सीमा (संबंधित क्षेत्राधिकार में या एआईएफ के लिए अधिकतम अनुमत निवेश सीमा) के अधीन है (जैसा कि भारतीय प्रतिभूति और विनिमय बोर्ड (वैकल्पिक निवेश निधि) विनियम, 2012, समय-समय पर संशोधित किया जा सकता है), जैसा लागू हो ("निवेश के लिए उपलब्ध पूंजी" या "एसीआई")। यदि कोई एआईएफ एसीआई का उपयोग कर रहा है, तो एसीआई को वैधानिक लेखा परीक्षक द्वारा जारी प्रमाण पत्र (या संबंधित क्षेत्राधिकार में नियामक के पास दर्ज किए गए ऐसे अन्य प्रमाण पत्र) के अनुसार माना जाएगा, जो बोली जमा करने की अंतिम तिथि से 3 (तीन) माह से अधिक पुराना न हो। बोलीदाता के पास पिछले वित्तीय वर्ष के अंत में कुल अनुमानित परियोजना लागत (खंड 1.1.1 देखें) का 25% एसीआई होना चाहिए।

अनुभव: निर्माण कार्य का अनुभव: बोलीदाता के पास अपेक्षित निर्माण कार्य का अनुभव होना चाहिए। यदि बोलीदाता के पास अपेक्षित निर्माण कार्य का अनुभव नहीं है, तो उसे रियायत समझौते में उल्लिखित रियायतग्राही के निर्माण दायित्वों से संबंधित अपेक्षित अनुभव रखने वाली संस्था के साथ औपचारिक समझौता करना होगा; अन्यथा, रियायत समझौता रद्द किया जा सकता है। यह औपचारिक समझौता एलओसी (प्रारंभ पत्र) जारी होने से पहले प्रस्तुत करना आवश्यक है। यह ध्यान रखना महत्वपूर्ण है कि किसी भी अवसंरचना क्षेत्र के निर्माण कार्य का अनुभव स्वीकार्य हो

सकता है। संचालन एवं रखरखाव का अनुभव: बोलीदाता के पास अपेक्षित संचालन एवं रखरखाव का अनुभव होना चाहिए। यदि बोलीदाता के पास अपेक्षित संचालन एवं रखरखाव का अनुभव नहीं है, तो उसे या तो संचालन एवं रखरखाव दायित्वों के निर्वहन से संबंधित अनुभव रखने वाली संस्था के साथ अनुबंध तिथि से 5 (पांच) वर्षों की अवधि के लिए समझौता करना होगा, या रियायत समझौते के प्रावधानों के अनुसार अपने संचालन एवं रखरखाव दायित्वों के निर्वहन के लिए अनुभवी और योग्य कर्मियों को नियुक्त करना होगा; अन्यथा, रियायत समझौता समाप्त किया जा सकता है। यह औपचारिक समझौता वाणिज्यिक परिचालन तिथि से पहले प्रस्तुत करना आवश्यक है। 2.2.5. कंसोर्टियम के मामले में, एसपीवी में कम से कम 26% इक्विटी शेयर रखने वाले सदस्यों की संयुक्त निवल संपत्ति या एसीआई, जैसा भी लागू हो, को पात्रता की उपर्युक्त शर्तों को पूरा करना चाहिए; बशर्ते कि प्रत्येक सदस्य परियोजना के वाणिज्यिक परिचालन तिथि (सीओडी) से 2 (दो) वर्षों की अवधि के लिए कम से कम (i) एसपीवी की अभिवेदित और भुगतान की गई इक्विटी पूंजी का 26%; और (ii) रियायत समझौते में निर्दिष्ट कुल परियोजना लागत का 5% (5 प्रतिशत) इक्विटी शेयर पूंजी धारण करेगा।

बोलीदाता अपनी बोली के साथ, परिशिष्ट I में दिए गए प्रारूप के अनुसार, अपने अनुबंधों सहित, निम्नलिखित प्रस्तुत करेगा: (क) हटाया गया (ख) अपने वैधानिक लेखा परीक्षकों2 से प्रमाण पत्र, जिसमें निर्दिष्ट आवश्यकता के अनुसार बोलीदाता की निवल संपत्ति निर्दिष्ट हो, और यह भी निर्दिष्ट हो कि ऐसी निवल संपत्ति की गणना के लिए अपनाई गई पद्धति इस खंड 2.2.7(ख) के प्रावधानों के अनुरूप है। इस निविदा प्रस्ताव के प्रयोजनों के लिए, निवल संपत्ति ("निवल संपत्ति") का अर्थ है अभिस्वीकृत और भुगतान की गई इक्विटी शेयर पूंजी और भंडार का योग, जिसमें से पुनर्मूल्यांकन भंडार, अपलिखित न किए गए विविध व्यय और इक्विटी शेयरधारकों को वितरण के लिए अनुपलब्ध भंडार को घटा दिया जाएगा। कंपनियों के अलावा अन्य संस्थाओं के लिए, निवल संपत्ति का अर्थ देनदारियों को घटाकर प्राप्त की गई परिसंपत्तियां होंगी और इसकी गणना लागू लेखांकन मानकों के अनुसार की जाएगी। वैकल्पिक निवेश निधियों के लिए, निवल संपत्ति का अर्थ

खंड 2.2.3 में परिभाषित एसीआई होगा। बोलीदाता को ऊपर निर्दिष्ट प्रमाणपत्रों की स्कैन की गई प्रतियां बोली के साथ ऑनलाइन अपलोड करनी होंगी, जबकि मूल भौतिक दस्तावेज 2 में प्रस्तुत करना होगा। जिन अधिकारक्षेत्रों में वैधानिक लेखा परीक्षक नहीं हैं, वहां बोलीदाता के वार्षिक खातों का लेखापरीक्षा करने वाली लेखापरीक्षक फर्म (चार्टर्ड अकाउंटेंट) इस आरएफपी के तहत आवश्यक प्रमाणपत्र बोली जमा करने की नियत तिथि से 3 कार्य दिवसों के भीतर प्रस्तुत कर सकती है, अन्यथा बोलीदाता की बोली को तत्काल अस्वीकार कर दिया जाएगा।

किसी भी बोलीदाता, जिसमें कंसोर्टियम सदस्य या सहयोगी शामिल हैं, को पिछले 3 (तीन) वर्षों में किसी भी अनुबंध को पूरा करने में विफल नहीं होना चाहिए, जैसा कि बोलीदाता, कंसोर्टियम सदस्य या सहयोगी के खिलाफ न्यायिक निर्णय या मध्यस्थता पुरस्कार द्वारा प्रमाणित हो, और न ही किसी सार्वजनिक संस्था द्वारा किसी परियोजना या अनुबंध से निष्कासित किया गया हो या किसी सार्वजनिक संस्था द्वारा ऐसे बोलीदाता, कंसोर्टियम सदस्य या सहयोगी द्वारा अनुबंध के उल्लंघन के लिए कोई अनुबंध समाप्त किया गया हो। इसके अलावा, यदि प्राधिकरण द्वारा आवंटित रेल साइडिंग साइलो पीपीपी परियोजनाओं के अनुबंध प्राधिकरण द्वारा केवल भूमि की खरीद न होने या अनुपलब्धता के कारण समाप्त कर दिए गए हैं और बोलीदाता के विरुद्ध कोई न्यायिक निर्णय या मध्यस्थता निर्णय नहीं हुआ है, तो प्राधिकरण के विवेकानुसार कंसोर्टियम सदस्यों या उनके सहयोगियों को इस खंड के दायरे से बाहर रखा जा सकता है। बोलीदाता, जिसमें कोई भी कंसोर्टियम सदस्य या सहयोगी शामिल है, संबंधित प्राधिकरण द्वारा जारी समाप्ति नोटिस और उससे संबंधित किसी भी न्यायिक निर्णय या मध्यस्थता निर्णय के संदर्भ विवरण के साथ ऐसी परियोजना का विवरण प्रदान करेगा।

बोलीदाता का चयन: बोलीदाता का चयन: धारा 2.16 के प्रावधानों के अधीन रहते हुए, धारा 3.2.1 के अनुसार जिसकी बोली स्वीकार्य पाई जाएगी, उसकी वित्तीय क्षमता का मूल्यांकन किया जाएगा। धारा 3.2 के अनुसार उनकी बोलियाँ स्वीकार्य होने पर, वित्तीय क्षमता के मानदंड पर अर्हता प्राप्त करने वाले बोलीदाता तकनीकी रूप से योग्य बोलीदाता होंगे। 3.6.2. वित्तीय प्रस्ताव

केवल तकनीकी रूप से योग्य बोलीदाताओं के लिए ही खोला जाएगा। तकनीकी रूप से योग्य बोलीदाताओं में से, सबसे कम नियत भंडारण प्रभार का प्रस्ताव देने वाले बोलीदाता को चयनित बोलीदाता (चुने गए बोलीदाता) घोषित किया जाएगा। 3.6.3. यदि दो या दो से अधिक तकनीकी रूप से योग्य बोलीदाता एक ही नियत भंडारण प्रभार की बोली लगाते हैं ("टाई बोलीदाता"), तो प्राधिकरण टाई बोलीदाताओं में से चयनित बोलीदाता की पहचान लॉटरी द्वारा करेगा, जो पूर्व सूचना के साथ, उपस्थित होने का विकल्प चुनने वाले टाई बोलीदाताओं की उपस्थिति में आयोजित की जाएगी। 3.6.4. (क) हटा दिया गया है (ख) यदि न्यूनतम बोलीदाता पहली बार (बोली का पहला दौर) में किसी कारण से अपनी बोली वापस ले लेता है या चयनित नहीं होता है, तो प्राधिकरण सभी शेष तकनीकी रूप से योग्य बोलीदाताओं को आवश्यकतानुसार अपनी बोली सुरक्षा को पुनः मान्य करने या बढ़ाने और उपरोक्त न्यूनतम बोलीदाता के वित्तीय प्रस्ताव से मेल खाने के लिए आमंत्रित कर सकता है (बोली का दूसरा दौर)। यदि दूसरे दौर की बोली में, केवल एक तकनीकी रूप से योग्य बोलीदाता न्यूनतम बोलीदाता से मेल खाता है, तो वही चयनित बोलीदाता होगा। यदि दूसरे दौर की बोली में दो या दो से अधिक तकनीकी रूप से योग्य बोलीदाता उक्त सबसे कम बोलीदाता के बराबर बोली लगाते हैं, तो वह तकनीकी रूप से योग्य बोलीदाता जिसका वित्तीय प्रस्ताव पहले दौर की बोली में अन्य बोलीदाताओं की तुलना में कम था, चयनित बोलीदाता होगा। उदाहरण के लिए, यदि पहले दौर की बोली में तीसरे और पांचवें सबसे कम योग्य बोलीदाता दूसरे दौर की बोली में उक्त सबसे कम बोलीदाता के बराबर बोली लगाने का प्रस्ताव देते हैं, तो उक्त तीसरे सबसे कम योग्य बोलीदाता को चयनित बोलीदाता माना जाएगा। 3.6.5. यदि खंड 3.6.4 (ख) में विनिर्दिष्ट अनुसार दूसरे दौर की बोली में कोई भी तकनीकी रूप से योग्य बोलीदाता सबसे कम बोलीदाता के बराबर बोली लगाने का प्रस्ताव नहीं देता है, तो प्राधिकरण अपने विवेक से बोली प्रक्रिया को रद्द कर सकता है।

विवरण-II

हब और स्पोक चरण-I (डीबीएफओटी और डीबीएफओओ) और हब और स्पोक चरण-II (डीबीएफओओ) के तहत निविदाएं जिन कंपनियों को दी गई हैं, उनकी सूची

हब और स्पोक चरण-I डीबीएफओटी मॉडल

क्र.सं.	स्थान	राज्य	मोड	क्षमता (टन)	निविदा की तिथि	बोलीदाता का नाम	बंडल
1	कटिहार	बिहार	डीबीएफओटी	50000	26.04.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	परियोजना -I
2	एफएसडी गोंडा	उत्तर प्रदेश	डीबीएफओटी	100000	26.04.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
3	संडीला	उत्तर प्रदेश	डीबीएफओटी	75000	26.04.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
4	एफएसडी चंदारी	उत्तर प्रदेश	डीबीएफओटी	125000	26.04.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
क्र.सं.	**स्थान**	**राज्य**	**मोड**	**क्षमता (टन)**	**निविदा की तिथि**	**बोलीदाता का नाम**	**बंडल**
1	एफएसडी गांधीधाम	गुजरात	डीबीएफओटी	37500	26.04.2022	केसीसी इंफ्रा प्राइवेट लिमिटेड	परियोजना -II
2	एफएसडी वाधवन	गुजरात	डीबीएफओटी	25000	26.04.2022	केसीसी इंफ्रा प्राइवेट लिमिटेड	
3	एफएसडी वांकानेर	गुजरात	डीबीएफओटी	25000	26.04.2022	केसीसी इंफ्रा प्राइवेट लिमिटेड	
4	एफएसडी बोरीविली	महाराष्ट्र	डीबीएफओटी	125000	26.04.2022	केसीसी इंफ्रा प्राइवेट लिमिटेड	
क्र.सं.	**स्थान**	**राज्य**	**मोड**	**क्षमता (टन)**	**निविदा की तिथि**	**बोलीदाता का नाम**	**बंडल**
1	एफएसडी रोजा	उत्तर प्रदेश	डीबीएफओटी	50000	26.04.2022	मैराथन रियल्टी प्राइवेट लिमिटेड	परियोजना -III
2	लालपुर	उत्तर प्रदेश	डीबीएफओटी	100000	26.04.2022	मैराथन रियल्टी प्राइवेट लिमिटेड	
3	एफएसडी खुर्जा	उत्तर प्रदेश	डीबीएफओटी	50000	26.04.2022	मैराथन रियल्टी प्राइवेट लिमिटेड	
4	एफएसडी धमोरा	उत्तर प्रदेश	डीबीएफओटी	25000	26.04.2022	मैराथन रियल्टी प्राइवेट लिमिटेड	
क्र.सं.	**स्थान**	**राज्य**	**मोड**	**क्षमता (टन)**	**निविदा की तिथि**	**बोलीदाता का नाम**	**बंडल**
1	बीजी मलोट	पंजाब	डीबीएफओटी	150000	26.04.2022	लीप इंडिया फूड एंड लॉजिस्टिक्स लिमिटेड	परियोजना - IV
2	सीएपी अलवर	राजस्थान	डीबीएफओटी	75000	26.04.2022	लीप इंडिया फूड एंड लॉजिस्टिक्स लिमिटेड	
कुल योग				**10,12,500**			

हब और स्पोक चरण-I डीबीएफओओ मॉडल

क्र. सं.	स्थान	राज्य	मोड	क्षमता (टन)	निविदा की तिथि	बोलीदाता का नाम	बंडल
1	दिर्बा	पंजाब	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	परियोजना -I
2	खनौरी	पंजाब	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
3	पटियाला	पंजाब	डीबीएफओओ	50,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
4	समाना	पंजाब	डीबीएफओओ	75,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
5	पाट्रान	पंजाब	डीबीएफओओ	75,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
6	मेहलकलां	पंजाब	डीबीएफओओ	37,500	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
7	सेहना	पंजाब	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
8	तापा	पंजाब	डीबीएफओओ	37,500	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
9	धनौला	पंजाब	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
10	जैतो	पंजाब	डीबीएफओओ	50,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
11	फरीदकोट	पंजाब	डीबीएफओओ	75,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
12	सादिक	पंजाब	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
13	पायल	पंजाब	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
14	मच्छीवाडा	पंजाब	डीबीएफओओ	37,500	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
15	खन्ना	पंजाब	डीबीएफओओ	37,500	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	

16	लुधियाना	पंजाब	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
17	बरीवाला	पंजाब	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
18	किल्लांवाली	पंजाब	डीबीएफओओ	37,500	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
19	पन्नीवाला	पंजाब	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
20	मेहराजवाला	पंजाब	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
21	मुक्तसर	पंजाब	डीबीएफओओ	1,00,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
22	भलियाणा	पंजाब	डीबीएफओओ	37,500	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
23	गिद्दड़बाहा	पंजाब	डीबीएफओओ	50,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
24	अबोहर	पंजाब	डीबीएफओओ	50,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
25	धुरी	पंजाब	डीबीएफओओ	50,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
26	मूनक	पंजाब	डीबीएफओओ	37,500	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
क्र. सं.	**स्थान**	**राज्य**	**मोड**	**क्षमता (टन)**	**निविदा की तिथि**	**बोलीदाता का नाम**	**बंडल**
27	पूर्णिया	बिहार	डीबीएफओओ	50,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
28	अररिया	बिहार	डीबीएफओओ	50,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
29	दरभंगा	बिहार	डीबीएफओओ	50,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
30	समस्तीपुर	बिहार	डीबीएफओओ	50,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
31	बेगूसराय	बिहार	डीबीएफओओ	50,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
32	किशनगंज	बिहार	डीबीएफओओ	50,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
33	सीतापुर	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
34	लखीमपुर	उत्तर प्रदेश	डीबीएफओओ	50000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
35	बहराईच	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
36	सुल्तानपुर	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
37	अमेठी	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
38	औरैया	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	परियोजना -II
39	बलरामपुर	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
40	कानपुर देहात	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
41	अंबेडकरनगर	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
42	फरुखाबाद	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
43	रायबरेली	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
44	श्रावस्ती	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
45	संभल	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
46	बदायूं	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
47	उन्नाव	उत्तर प्रदेश	डीबीएफओओ	25000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
48	मालदा	पश्चिम बंगाल	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
क्र. सं.	**स्थान**	**राज्य**	**मोड**	**क्षमता (टन)**	**निविदा की तिथि**	**बोलीदाता का नाम**	**बंडल**
49	बनासकांठा	गुजरात	डीबीएफओओ	62,500	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
50	असंध	हरियाणा	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
51	घरौंडा	हरियाणा	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
52	समालखां	हरियाणा	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
53	गोहाना	हरियाणा	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	परियोजना -III
54	पीलूखेड़ा	हरियाणा	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
55	उचाना	हरियाणा	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
56	सफीदों	हरियाणा	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	

57	फतेहाबाद	हरियाणा	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
58	रतिया	हरियाणा	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
59	भूना	हरियाणा	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
60	पलवल	हरियाणा	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
61	होडल	हरियाणा	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
62	कठुआ	जम्मू	डीबीएफओओ	75000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
63	उज्जैन	मध्य प्रदेश	डीबीएफओओ	75000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
64	धार	मध्य प्रदेश	डीबीएफओओ	50000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
65	गुना	मध्य प्रदेश	डीबीएफओओ	50000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
66	दमोह	मध्य प्रदेश	डीबीएफओओ	50000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	
कुल योग				**24,75,000**			

हब और स्पोक चरण-II डीबीएफओओ मॉडल							
क्र. सं.	**स्थान**	**निविदा का नाम**	**तरीका**	**क्षमता (मीट्रिक मीटर)**	**निविदा की तिथि**	**चयनित बोलीदाता का नाम**	**बंडल**
1	मुजफ्फरपुर	बिहार 1	डीबीएफओओ	50,000	18.09.2024	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	परियोजना 1
2	वैशाली		डीबीएफओओ	25,000	18.09.2024		
3	सारण		डीबीएफओओ	25,000	18.09.2024		
4	मोतिहारी	बिहार 2	डीबीएफओओ	50,000	18.09.2024	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	परियोजना 2
5	सिवान		डीबीएफओओ	25,000	18.09.2024		
6	मेहसाणा	गुजरात 1	डीबीएफओओ	50,000	18.09.2024	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	परियोजना 3
7	भरूच		डीबीएफओओ	37,500	18.09.2024		
8	आनंद		डीबीएफओओ	75,000	18.09.2024		
9	नर्मदा		डीबीएफओओ	25,000	18.09.2024		

10	सूरत	गुजरात 2	डीबीएफओओ	1,00,000	18.09.2024	सबीना अरोरा	परियोजना 4
11	वलसाड		डीबीएफओओ	37,500	18.09.2024		
12	नवसारी		डीबीएफओओ	37,500	18.09.2024		
13	पुणे	महाराष्ट्र 1 (समाप्त)	डीबीएफओओ	1,00,000	18.09.2024	एसएआर ट्रांसपोर्ट सिस्टम्स प्राइवेट लिमिटेड	परियोजना 5
14	जलगांव		डीबीएफओओ	75,000	18.09.2024		
15	पालघर		डीबीएफओओ	50,000	18.09.2024		
16	औरंगाबाद	महाराष्ट्र 2 (समाप्त)	डीबीएफओओ	75,000	18.09.2024	एसएआर ट्रांसपोर्ट सिस्टम्स प्राइवेट लिमिटेड	परियोजना 6
17	नांदेड़		डीबीएफओओ	50,000	18.09.2024		
18	जलना		डीबीएफओओ	37,500	18.09.2024		
19	बठिंडा और रामपुराफूल के बीच	पंजाब 1 (समाप्त)	डीबीएफओओ	50,000	18.09.2024	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	परियोजना 7
20	भुच्चु		डीबीएफओओ	37,500	18.09.2024		
21	मौर		डीबीएफओओ	50,000	18.09.2024		
22	गोनियाना		डीबीएफओओ	50,000	18.09.2024		
23	बुढलाडा	पंजाब 2	डीबीएफओओ	50,000	18.09.2024	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	परियोजना 8
24	मानसा		डीबीएफओओ	25,000	18.09.2024		
25	भीखी		डीबीएफओओ	50,000	18.09.2024		
26	सरदूलगढ़		डीबीएफओओ	50,000	18.09.2024		
27	बरेटा		डीबीएफओओ	25,000	18.09.2024		
28	फिल्लौर	पंजाब 3	डीबीएफओओ	50,000	18.09.2024	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	परियोजना 9
29	दुधन		डीबीएफओओ	50,000	18.09.2024		
30	मुक्तसर		डीबीएफओओ	50,000	18.09.2024		
31	मोगा		डीबीएफओओ	50,000	18.09.2024	लीप इंडिया	परियोजना

32	शाकोट	पंजाब 4	डीबीएफओओ	25,000	18.09.2024	फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	10
33	ज़ीरा		डीबीएफओओ	50,000	18.09.2024		
34	धर्मकोट		डीबीएफओओ	50,000	18.09.2024		
35	श्रीगंगानगर	राजस्थान 1	डीबीएफओओ	50,000	18.09.2024	सबीना अरोरा	परियोजना 11
36	श्रीविजयनगर		डीबीएफओओ	25,000	18.09.2024		
37	हनुमानगढ़ जं.		डीबीएफओओ	50,000	18.09.2024		
38	संगरिया		डीबीएफओओ	25,000	18.09.2024		
39	जोधपुर	राजस्थान 2	डीबीएफओओ	25,000	18.09.2024	श्री करणी ट्रेडर्स	परियोजना 12
40	उदयपुर		डीबीएफओओ	25,000	18.09.2024		
41	राजसमंद		डीबीएफओओ	25,000	18.09.2024		
42	फैजाबाद	उत्तर प्रदेश 1	डीबीएफओओ	50,000	18.09.2024	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	परियोजना 13
43	आजमगढ़		डीबीएफओओ	1,00,000	18.09.2024		
44	मऊ		डीबीएफओओ	25,000	18.09.2024		
45	प्रयागराज	उत्तर प्रदेश 2	डीबीएफओओ	1,00,000	18.09.2024	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	परियोजना 14
46	प्रतापगढ़		डीबीएफओओ	50,000	18.09.2024		
47	अलीपुरद्वार	पश्चिम बंगाल 1	डीबीएफओओ	25,000	18.09.2024	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	परियोजना 15
48	कूचबिहार		डीबीएफओओ	50,000	18.09.2024		
49	जंगीपुर	पश्चिम बंगाल 2	डीबीएफओओ	75,000	18.09.2024	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	परियोजना 16
50	बीरभूम		डीबीएफओओ	25,000	18.09.2024		
51	पूर्वी बर्दवान		डीबीएफओओ	25,000	18.09.2024		

52	पश्चिमी मिदनापुर	पश्चिम बंगाल 3	डीबीएफओओ	50,000	18.09.2024	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	परियोजना 17
53	पूर्वी मिदनापुर		डीबीएफओओ	50,000	18.09.2024		
54	झारग्राम		डीबीएफओओ	25,000	18.09.2024		

विवरण -III

सहायक प्रबंधकों की स्थिति और उनके कर्तव्य एवं जिम्मेदारियां: प्रबंधक (सामान्य/डिपो/लेखा/संचलन/गुणवत्ता नियंत्रण)

भारतीय खाद्य निगम में सहायक प्रबंधकों की स्थिति को लेकर काफी भ्रम की स्थिति बनी हुई है। कर्मचारी विनियमों के अनुसार, उन्हें निगम की श्रेणी II में रखा गया है, लेकिन पर्यवेक्षण संबंधी कर्तव्यों का निर्वहन न करने के कारण वे आम तौर पर कर्मचारी संघों के बजाय यूनियनों में शामिल हो जाते हैं। यह तर्क भी दिया गया है कि सहायक प्रबंधकों के कर्तव्यों को कभी स्पष्ट रूप से परिभाषित नहीं किया गया है, जिसके अभाव में यह निश्चित रूप से कहना संभव नहीं है कि वे मुख्य रूप से पर्यवेक्षण कार्य करते हैं।

2. हाल ही में प्रबंधन ने सहायक प्रबंधकों के कर्तव्यों को उनके द्वारा वास्तव में किए गए कार्य के आधार पर परिभाषित करने का प्रश्न उठाया और इस प्रक्रिया से यह तथ्य स्पष्ट रूप से सामने आया है कि सहायक प्रबंधक वास्तव में प्रबंधन का प्रथम स्तर हैं और उन्हें सौंपे गए विभिन्न संवर्गों में अग्रिम पंक्ति के प्रबंधकों के रूप में कार्य करते हैं। वास्तव में, इतिहास गवाह है कि निगम में सहायक प्रबंधकों के पद का सृजन ही उन्हें अग्रिम पंक्ति के प्रबंधक बनाने के सचेत निर्णय का परिणाम है। जब निगम की स्थापना हुई, तो संगठन में पदों का सृजन और उनके वेतनमानों का निर्धारण करते समय पूर्ववर्ती खाद्य निदेशालय में विद्यमान वेतनमानों और पदों को ध्यान में रखना आवश्यक था, जहाँ से निगम के अधिकांश कर्मचारी लिए गए थे, और मुख्य तौर पर निगम के पद खाद्य विभाग के पैटर्न का अनुसरण करते थे। हालाँकि, खाद्य विभाग के क्षेत्रीय निदेशालयों

में दो पदनाम ऐसे थे जिनके संबंध में निगम ने जानबूझकर भिन्नता अपनाई। ये पद कार्यालय अधीक्षक और गोदाम अधीक्षक के थे। खाद्य निदेशालय में ये पद श्रेणी III में थे और इनका वेतनमान क्रमशः 350-20-450-25-475 रुपये और 335-15-425 रुपये था। श्रेणी II में तकनीकी अधिकारी का एक और पद था, जिसका वेतनमान 325-15-475-ईबी-20-575 रुपये था। निगम में श्रेणी II में सहायक प्रबंधक का पद सृजित किया गया था, जिसमें न केवल तकनीकी अधिकारी बल्कि गोदाम और कार्यालय अधीक्षक भी शामिल थे। इसका वेतनमान क्रमशः 350-25-500-30-620-40-700 रुपये था। स्पष्ट रूप से, इसका उद्देश्य गोदाम/कार्यालय अधीक्षकों का दर्जा बढ़ाना और उन्हें अग्रिम पंक्ति के प्रबंधक के रूप में अधिक जिम्मेदारी देना था। हालांकि, समय के साथ इस निर्णय के पीछे की भावना खो गई और अक्सर यह तर्क दिया जाता था कि केवल इसलिए कि श्रेणी III के अधीक्षक, जो संघ बना सकते थे, अब श्रेणी II में आ गए हैं, इसका मतलब यह नहीं है कि संघ बनाने का उनका अधिकार समाप्त हो गया है। यह तथ्य कि इस स्तर पर प्रबंधन ने अपने संचालन की निगरानी और संचालन के लिए अपने प्रत्यक्ष प्रतिनिधि का होना आवश्यक समझा और इसी कारण से इस स्तर पर उच्च पद और वेतन वाले अधिकारी की नियुक्ति की, इस बात को समझा नहीं गया। सहायक प्रबंधक के पद को चयन आधारित पद बनाना भी महत्वपूर्ण नहीं माना गया।

3. मुख्यतः खाद्य विभाग के अधिकारियों के लिए निगम में प्रबंधकीय श्रेणी में ऐतिहासिक कारणों से दो पदनाम बनाए गए हैं। ये पदनाम वरिष्ठ सहायक प्रबंधक और वरिष्ठ उप प्रबंधक हैं, जो सहायक निदेशक और संयुक्त निदेशक के समकक्ष हैं। प्रबंधन ने इन पदनामों को समाप्त करने का निर्णय ले लिया है। ऐसा होने पर, सहायक प्रबंधकों पर आवक जिम्मेदारियां कहीं अधिक बढ़ जाएंगी, जिससे प्रबंधन के हिस्से के रूप में उनकी स्थिति पर संदेह की गुंजाइश कम रह जाएगी।

4. उपर्युक्त पृष्ठभूमि के आधार पर और क्षेत्र में निभाई जाने वाली जिम्मेदारियों के अनुरूप, सहायक प्रबंधकों के कर्तव्यों और जिम्मेदारियों को तैयार किया गया है और इसे संलग्नक में देखा जा सकता है।

प्रबंधकों के कर्तव्य:

सामान्यतः, सहायक प्रबंधकों के कर्तव्य और अधिकार निम्नलिखित प्रकार के होते हैं:

सामान्य (सभी सहायक प्रबंधकों पर लागू, चाहे वे किसी भी संवर्ग के हों):

1. सहायक प्रबंधक अपने अधीन काम करने वाले कर्मचारियों को आकस्मिक अवकाश देने के लिए सक्षम हैं।
2. वे अपने अधीन कार्यरत श्रेणी III और IV के कर्मचारियों का प्रदर्शन मूल्यांकन करते हैं।
3. वे आने-जाने वाले संदेशों की बारीकी से जांच करते हैं, और आवश्यकतानुसार उन्हें निर्देशों सहित अपने अधीनस्थ कर्मियों को कार्रवाई के लिए वितरित करते हैं।
4. उन्हें अपने अधीनस्थों को काम आवंटित करना होता है और उनके काम में उचित समन्वय सुनिश्चित करना होता है।
5. वे अपने-अपने अनुभागों में कार्यरत कर्मियों का मार्गदर्शन करते हैं और उन्हें परामर्श देते हैं।
6. वे अनुभाग में रखे गए रजिस्टरों और अभिलेखों की जांच करके यह सुनिश्चित करते हैं कि उनका उचित रखरखाव हो।
7. अनुभाग की इन्वेंट्री आवश्यकताओं का अनुमान लगाने जैसे हाउसकीपिंग संबंधी कार्य करते हैं।
8. वे अद्यतन संदर्भ पुस्तकों, कार्यालय आदेशों, सुरक्षा फाइलों आदि के रखरखाव को सुनिश्चित करते हैं।
9. वे अपने अधीनस्थों पर अनुशासनात्मक नियंत्रण बनाए रखते हैं - उपस्थिति की जांच करते हैं और यह सुनिश्चित करते हैं कि सभी संबंधित व्यक्तियों द्वारा अपेक्षित कार्य पूरा किया जाए।

विभिन्न संवर्गों में सहायक प्रबंधकों के कर्तव्य और जिम्मेदारियां:

प्रबंधक (डिपो):

1. खाद्य भंडारण डिपो का पर्यवेक्षी प्रभार।
2. डिपो में संचालन, संचलन और कार्यालय कर्मचारियों के काम की निगरानी, निर्देशन,

मार्गदर्शन, जांच और समन्वय करना।

3. विलंब शुल्क, चोरी, हेराफेरी, भंडारण में होने वाले नुकसान आदि से बचकर लागत कम करने के उद्देश्य से सभी भंडारण और संचलन कार्यों पर कड़ी निगरानी रखना।
4. रेलवे, परिवहन ठेकेदार, श्रम ठेकेदार, उचित दर दुकानों के डीलर और अन्य बाहरी पक्षों के साथ प्रभावी ढंग से निपटना
5. अनाज डिपो/डिपो का पर्यवेक्षण प्रभार संभालना और डिपो/डिपो में एफसीआई की सभी संपत्तियों के रखरखाव/देखभाल की निगरानी करना; निर्देशों के अनुसार स्टॉक का भौतिक सत्यापन करना।
6. डिपो से संबंधित निर्धारित रिटर्न/जानकारी को उच्च अधिकारियों के समक्ष समय पर और अद्यतन रूप से प्रस्तुत करना सुनिश्चित करना और स्टॉक खातों से संबंधित सभी रजिस्टरों का अद्यतन रखरखाव सुनिश्चित करना।
7. विभागीय कर्मचारियों को नियंत्रित करना और उन्हें कार्य सौंपना।
8. ऐसे अन्य कर्तव्य जो उन्हें सौंपे जा सकते हैं।

प्रबंधक (संचलन)/(दावे):

1. स्टोर से संबंधित सभी समस्याओं के समाधान के लिए रेलवे के साथ उचित स्तर पर संपर्क बनाए रखना।
2. डिपो का निरीक्षण करना, जिसमें दावों को प्रस्तुत करने, दावों से संबंधित अभिलेखों के रख-रखाव तथा दावों को क्षेत्रीय कार्यालय को हस्तांतरित करने से संबंधित कार्यों की जांच; आवश्यकता पड़ने पर आवश्यक मार्गदर्शन प्रदान करना शामिल है।
3. माल भाड़ा प्रभार, डिमरेज प्रभार, साइडिंग समझौतों तथा क्रेडिट नोट सुविधाओं को पुनः प्रारंभ से संबंधित मामलों में समयबद्ध कार्रवाई सुनिश्चित करने के लिए उत्तरदायी है।

4. लापता एवं असंबद्ध वैगनों को लिंक करने के संबंध में आवश्यक कार्रवाई करवाना तथा संबंधित लापता वैगन दावों में संशोधन/वापसी की व्यवस्था करना।
5. अपने अधीनस्थ कर्मचारियों की सहायता से दावों से संबंधित आंकड़ों को व्यवस्थित, अनुरक्षण एवं प्रस्तुत करना तथा रेलवे के साथ समन्वय स्थापित करते हुए रेलवे दावों/वाणिज्यिक नीति से संबंधित समस्याओं के समाधान हेतु सुझाव देना।
6. यह सुनिश्चित करना कि डिपो कर्मचारियों द्वारा निर्धारित कार्यक्रम के अनुसार मांग-पत्र प्रस्तुत किए जाएं तथा वैगनों की आपूर्ति और स्पष्ट रेलवे रसीद जारी किए जाने के संबंध में रेलवे के साथ निरंतर संपर्क बनाए रखना।
7. उन्हें सौंपे गए अन्य कार्यों का निष्पादन करना।

प्रबंधक (गुणवत्ता नियंत्रण) (डिपो में):

1. भंडारण में रखे गए अनाज की स्थिति पर सतत निगरानी रखना तथा गुणवत्ता/निर्दिष्ट मानकों के विशेष संदर्भ में खरीद केंद्रों/बंदरगाहों से डिपो में प्राप्त होने वाले स्टॉक के निर्गमन हेतु प्राथमिकता सूची तैयार करना।
2. यह सुनिश्चित करना कि भंडारण से सार्वजनिक उपभोग हेतु जारी किए जाने वाले स्टॉक की गुणवत्ता पीएफए नियमों के अनुरूप हो।
3. यह सुनिश्चित करना कि स्टॉक का रसायनों द्वारा उचित मात्रा में सही एवं समयबद्ध उपचार किया जाए।
4. उन्हें सौंपे गए अन्य कार्यों का निष्पादन करना।

पदनाम: सहायक श्रेणी-I (डिपो)

वेतनमान: रूपये. 225-10-235-15-430-20-550.

पद की विशेषताएँ: यह सबसे वरिष्ठ लिपिकीय पद है जिसके लिए प्रासंगिक नियमों, प्रक्रियाओं और निर्देशों के सीमित दायरे में अच्छे ज्ञान और विवेक एवं पहल की आवश्यकता होती है। गोदामों

में कार्य करते समय, कर्मचारी गोदामों में उपस्थित सहायक श्रेणी-II (डिपो) और सहायक श्रेणी-III (डिपो) का पर्यवेक्षण और मार्गदर्शन करता है, स्टॉक का निरीक्षण करता है और लोडिंग, अनलोडिंग, वजन और स्टैकिंग कार्यों की तैयारी और निष्पादन में सहायता करता है। जिला कार्यालयों आदि में तैनाती के दौरान, कर्मचारी सहायक प्रबंधक/उच्च अधिकारियों के प्रत्यक्ष/सामान्य पर्यवेक्षण में विभिन्न प्रकार के लिपिकीय कार्य करते हैं, जिनमें पत्र लिखना, रजिस्टरों में आंकड़े रखना, जिला कार्यालय के अंतर्गत विभिन्न अनुभागों/डिपो/गुणवत्ता निरीक्षकों से जानकारी एकत्र करना, जिला कार्यालय द्वारा प्रस्तुत किए जाने वाले रिटर्न और विवरण तैयार करना, बहीखातों में प्रविष्टियाँ दर्ज करना, स्टॉक खातों को जोड़ना और मिलान करना, और सहायक श्रेणी-II (डिपो) और सहायक श्रेणी-III (डिपो) के लिए सूचीबद्ध कर्तव्यों सहित अन्य संबंधित कार्य शामिल हैं।

सहायक श्रेणी-I (डिपो) के नीचे रेंज के कार्य, सहायक श्रेणी-II (डिपो) के उच्च रेंज के कार्यों से आंशिक रूप से समान हैं।

विशिष्ट कार्य:

1. वजन पत्रक, ट्रक चिट, काफिला नोट, डिलीवरी मेमो, कार्य पर्ची, वस्तु रजिस्टर, स्टॉकवाइज रजिस्टर, दैनिक डायरी, बिन कार्ड, दैनिक, पाक्षिक और मासिक प्रेषण और प्राप्ति रिपोर्ट जैसे विभिन्न प्रासंगिक अभिलेखों को तैयार करता है, उनकी जांच करता है और उनका मिलान करता है, स्टॉक खाते संकलित करता है, डीएम/आरएम या इस उद्देश्य के लिए सक्षम किसी अन्य प्राधिकारी के निर्देशानुसार भौतिक सत्यापन करता है और उन्हें अपने हस्ताक्षर के साथ अगले उच्च अधिकारी को प्रस्तुत करता है।
2. गुणवत्ता, सहायक कैश बुक के रखरखाव, मासिक स्टॉक स्थिति विवरण और अन्य रिपोर्टों एवं रिटर्न से संबंधित मामलों के संबंध में रेलवे, क्षेत्रीय या आंचलिक कार्यालय, सीपीडब्ल्यूडी, निजी पक्षों, तकनीकी कर्मचारियों आदि को भेजने हेतु मसौदा तैयार करता है।

3. आपातकालीन स्थिति में श्रमिक की व्यवस्था करता है और जिला प्रबंधक से अनुमोदन प्राप्त करता है, ठेकेदारों द्वारा किए जाने वाले एच एंड टी कार्य का समन्वय और पर्यवेक्षण करता है।
4. गोदामों को किराए पर लेने के लिए, संबंधित पक्षों से संपर्क करता है, उपलब्ध भंडारण क्षमता की गणना करता है और किराए पर लेने के लिए प्रस्ताव भेजता है।
5. घाट प्रभार, विलंब प्रभार आदि से बचाव हेतु रेलवे के साथ निरंतर संपर्क बनाए रखना तथा प्रेषण संबंधी दस्तावेज समय पर परेषिती को प्रेषित करने की व्यवस्था करना।
6. अपने प्रभाराधीन शेडों में 10,000 टन तक के खाद्यान्न तथा बंद स्टॉक सामग्री, जूट बोरों, उपकरणों आदि के सुरक्षित रख-रखाव एवं लेखे-जोखे के लिए उत्तरदायी है।
7. जिन गोदामों का वह प्रभारी है, उनमें वह गोदाम की चाबियों की सुरक्षा और गोदाम के ताले सील करने, गोदाम खोलने और बंद करने के रजिस्टर को प्रतिदिन विधिवत हस्ताक्षरित रखने के लिए जिम्मेदार है।
8. शिपिंग दावों, टाइम शीट तैयार करता है और पत्राचार का मसौदा तैयार करता है।
9. जिला कार्यालय में पदस्थापित होने की स्थिति में भंडारण डिपो, गुणवत्ता निरीक्षकों आदि से प्राप्त प्रतिवेदनों एवं विवरणियों से आवश्यक सूचनाओं का संकलन करना, उन्हें संबंधित रजिस्टरों में अंकित करना तथा विवरणियाँ एवं प्रतिवेदन संकलित/तैयार करना।
10. जिला कार्यालय में पदस्थापित होने पर भंडारण डिपो से प्राप्त स्टॉक लेखा-विवरणों की जांच करना, उनका जिला कार्यालय में संधारित स्टॉक लेखों से मिलान करना तथा भंडारण हानि/लाभ संबंधी विवरणों की भी जांच करना।
11. ठेकेदारों द्वारा प्रस्तुत भंडारण बिलों, आरक्षण बिलों तथा हैंडलिंग एवं परिवहन बिलों का परीक्षण करना तथा उनसे संबंधित प्रविष्टियाँ संबंधित रजिस्टरों में अंकित करना।
12. अपने वरिष्ठ अधिकारियों द्वारा सौंपे गए अन्य संबंधित कार्यों का निष्पादन करना।

भर्ती का मोड: पदोन्नति 100%.

अनुभव: पदोन्नत उम्मीदवारों के लिए, सहायक श्रेणी -II (डिपो) के रूप में 3 वर्ष का अनुभव।

पदनाम: सहायक श्रेणी-II (डिपो)

वेतनमान: रुपये 150-10-300.

पद की विशेषताएँ: यह मध्य स्तरीय लिपिकीय पद है जिसके लिए संबंधित विषयों से जुड़े कुछ प्रासंगिक नियमों, प्रक्रियाओं और निर्देशों का ज्ञान आवश्यक है, जिसे कुछ अनुभव के बाद सीखा जा सकता है। गोदामों में काम करते समय, कर्मचारी गोदामों की देखरेख, स्टॉक निरीक्षण और लोडिंग, अनलोडिंग, वजन और स्टैकिंग कार्यों की तैयारी और निष्पादन में सहायक श्रेणी-III (डिपो) का पर्यवेक्षण और मार्गदर्शन करते हैं। जिला कार्यालयों आदि में तैनाती के दौरान, कर्मचारी सहायक प्रबंधक/उच्च अधिकारियों के सीधे पर्यवेक्षण में विभिन्न प्रकार के लिपिकीय कार्य करते हैं, जैसे नियमित पत्र लिखना, रजिस्टरों में आंकड़े रखना, जिला कार्यालय के अंतर्गत विभिन्न अनुभागों/डिपो/गुणवत्ता निरीक्षकों से जानकारी एकत्र करना, प्रस्तुत किए जाने वाले विवरण और रिपोर्ट तैयार करना, बहीखातों में प्रविष्टियाँ दर्ज करना, स्टॉक खातों को जोड़ना और मिलान करना तथा सहायक श्रेणी-I (डिपो) और सहायक श्रेणी-III (डिपो) के लिए सूचीबद्ध कर्तव्यों सहित अन्य संबंधित कार्य करना।

सहायक श्रेणी-II (डिपो) के नीचे रेंज के कार्य, सहायक श्रेणी-III (डिपो) के उच्च रेंज के कार्यों से तथा सहायक श्रेणी-II (डिपो) के उच्च रेंज के कार्य, सहायक श्रेणी-I (डिपो) के नीचे रेंज के कार्यों से आंशिक रूप से मेल खाते हैं।

विशिष्ट कार्य:

1. भार मापन पत्रक, ट्रक चिट, कॉन्वॉय नोट, डिलीवरी मेमो, कार्य पर्चियां, वस्तु रजिस्टर, स्टैकवार रजिस्टर, दैनिक डायरी, बिन कार्ड, स्टॉक लेखे, दैनिक, पाक्षिक एवं मासिक निर्गमन एवं प्राप्ति विवरणों तथा विविध लेखों जैसे विभिन्न संबंधित अभिलेखों को तैयार करना, उनकी जांच करना एवं उनका मिलान करना तथा अपने हस्ताक्षर सहित सहायक

श्रेणी-I (डिपो), सहायक प्रबंधक (डिपो), जिला प्रबंधक आदि, जैसा भी मामला हो, को प्रस्तुत करना।

2. गुणवत्ता संबंधी मामलों, मासिक स्टॉक स्थिति विवरण और अन्य रिटर्न के संबंध में रेलवे, क्षेत्रीय या आंचलिक कार्यालय, सीपीडब्ल्यूडी, निजी पक्षों, तकनीकी कर्मचारियों को भेजने हेतु नेमी पत्र का मसौदा तैयार करता है।
3. गोदाम के ताले सील करने, गोदाम के दैनिक खुलने और बंद होने का रजिस्टर बनाए रखने, ड्यूटी पर तैनात चौकीदारों की जाँच करने, सफाई और झाड़ू लगाने आदि की निगरानी करने में अपने वरिष्ठों की सहायता करता है।
4. शिपिंग संबंधी दावे, समय-सारणी तैयार करता है और स्पष्टीकरण मांगने/देने वाले पत्रों का मसौदा तैयार करता है।
5. जिला कार्यालय में तैनात होने पर, भंडारण डिपो/गुणवत्ता निरीक्षकों आदि से प्राप्त रिपोर्टों और रिटर्न से सामग्री एकत्र करता है, रजिस्टरों में प्रासंगिक जानकारी दर्ज करता है और रिटर्न और विवरण संकलित करता है।
6. जिला कार्यालय में तैनात होने पर, भंडारण डिपो से प्राप्त स्टॉक खाता विवरणों की जांच करता है, उनका जिला कार्यालय में रखे गए स्टॉक खातों के साथ मिलान करता है; साथ ही भंडारण हानि/लाभ विवरण की भी जांच करता है।
7. दैनिक, पाक्षिक और मासिक प्रेषण और प्राप्ति रिपोर्ट तैयार करता है।
8. अपने कर्तव्यों के पालन में श्रमिक दल, सिलाई करने वालों, सफाईकर्मियों और छानने वालों का मार्गदर्शन, निर्देशन और पर्यवेक्षण करता है।
9. वह अपने वरिष्ठों द्वारा सौंपे गए अन्य संबंधित कार्य भी करता है।

भर्ती का तरीका: पदोन्नति 100%.

अनुभव: पदोन्नत उम्मीदवारों के लिए, सहायक श्रेणी-III (डिपो)के रूप में 3 वर्ष का अनुभव।

पदनाम: सहायक श्रेणी-III (डिपो)

वेतनमान: रुपये 120-10-240.

पद की विशेषताएँ: यह प्रारंभिक स्तर का लिपिकीय पद है जिसमें एएम (डिपो)/उच्च अधिकारियों के निकट पर्यवेक्षण में नियमित और दोहराव वाले कार्यों का निर्वहन करना होता है, जैसे रजिस्टर में प्रविष्टियाँ करना, डाक भेजना, साधारण पत्र लिखना, नेमी प्रकृति के फाइलों का रखरखाव करना और अन्य संबंधित कार्य जिन्हें थोड़े या बिना कार्य अनुभव के आसानी से सीखा जा सकता है। सामान्यतः सहायक श्रेणी-I (डी) और सहायक श्रेणी-II (डी) को सौंपे जाने वाले अधिक कठिन कार्य भी इस पद के कर्मचारियों को निकट पर्यवेक्षण में करने पड़ सकते हैं।

विशिष्ट कार्य:

1. गोदाम के ताले सील करने, गोदाम के दैनिक खुलने और बंद होने का रजिस्टर रखने, ड्यूटी पर तैनात चौकीदारों की जाँच करने, सफाई और झाड़ू लगाने आदि की निगरानी करने में अपने वरिष्ठों की सहायता करता है।
2. गोदाम की गतिविधियों जैसे रसीदें, माल जारी करना, स्टॉक का भौतिक सत्यापन और बंद खातों और रिपोर्टों का प्रबंधन करता है; लोडिंग, अनलोडिंग, वजन और स्टैकिंग कार्यों को संभालता है और वजन शीट, कॉन्वॉय नोट, ट्रक चिट और डिलीवरी मेमो जैसे संबंधित रिकॉर्ड तैयार करता है। कमोडिटी रजिस्टर, स्टैकवाइज रजिस्टर, दैनिक डायरी और बिन कार्ड में प्रविष्टियाँ करता है और उसके द्वारा तैयार किए गए सभी कागजातों पर हस्ताक्षर करता है।
3. दैनिक, पाक्षिक और मासिक प्रेषण और प्राप्ति रिपोर्ट तैयार करता है।
4. निष्क्रिय स्टॉक सामग्री एवं विविध वस्तुओं से संबंधित लेखों का हिसाब रखना।
5. श्रमिक दलों, सिलाईकर्मियों, सफाईकर्मियों एवं छंटाईकर्मियों को उनके कार्यों के निष्पादन में मार्गदर्शन देना, निर्देशित करना तथा पर्यवेक्षण करना।
6. डायरी और संदेश डाक.

7. साधारण पत्रों का प्रारूप तैयार करना तथा नेमी प्रकृति की फाइलों का रख-रखाव करना।
8. वरिष्ठ अधिकारियों द्वारा सौंपे गए अन्य संबंधित कार्यों का निष्पादन करना।

भर्ती की विधि: खाद्य विभाग से लिए गए शेड टैलीमैन की पदोन्नति से, इनके न होने पर; 90% सीधी भर्ती, और 10% पदोन्नति श्रेणी IV के उन कर्मचारियों में से होगी जो मैट्रिक पास हैं।

योग्यता एवं अनुभव:

पदोन्नत उम्मीदवारों के लिए: श्रेणी IV में 3 वर्ष का अनुभव।

सीधे भर्ती होने वालों के लिए: स्नातक।

पदनाम : तकनीकी सहायक श्रेणी -I

- **वेतनमान**: रुपये 225-10-275-15-430-20-550

  पद की विशेषताएँ: सहायक प्रबंधक (गुणवत्ता नियंत्रण)/उच्च अधिकारियों के प्रत्यक्ष/सामान्य पर्यवेक्षण के अधीन पदधारी द्वारा प्राप्त खाद्यान्नों के नमूनों का विश्लेषण किया जाता है तथा विश्लेषण रिपोर्ट तैयार की जाती है। प्राप्त नमूनों एवं उनके विश्लेषण परिणामों से संबंधित अभिलेखों का संधारण किया जाता है, विवरणियाँ एवं रिटर्न तैयार किए जाते हैं तथा गुणवत्ता नियंत्रण एवं प्रयोगशाला अनुभाग से संबंधित पत्रों का प्रारूप तैयार किया जाता है। इसके अतिरिक्त, सौंपे गए अन्य संबंधित कार्यों का निष्पादन किया जाता है, जिनमें तकनीकी सहायक श्रेणी-II एवं तकनीकी सहायक श्रेणी-III के लिए निर्धारित कार्य भी सम्मिलित हैं।

- तकनीकी सहायक श्रेणी-I के नीचे रेंज के कार्य, तकनीकी सहायक श्रेणी-II के उच्च रेंज के कार्यों से आंशिक रूप से मेल खाते हैं।

- **विशिष्ट कार्य:**

  1. आवक और जावक स्टॉक के नमूनों की जाँच करता है और उनका विश्लेषण दर्ज

करता है तथा निर्धारित मानकों से पाए गए विचलनों को इंगित करता है, यह सुनिश्चित करता है कि शिकायतों से बचने के लिए निर्धारित विशिष्टताओं के अनुरूप स्टॉक प्राप्त/जारी किए जाएं।

2. आवश्यकतानुसार स्टॉक की बचाव और कीटाणुशोधन संबंधी कार्यों का पर्यवेक्षण/प्रचालन करता है तथा स्टॉक के उपचार के लिए अग्रिम कार्यक्रम तैयार करता है।
3. खाद्यान्नों का विश्लेषण करता है, जैसे चावल में भूसी की मात्रा निर्धारित करने के लिए आयोडीन परीक्षण करना, गेज पर लंबाई और चौड़ाई के अनुपात की जाँच करना, नमी की मात्रा की जाँच करना, चुनने वालों द्वारा अलग किए गए विभिन्न अपवर्तन की जाँच और अध्ययन करना और समय-समय पर निर्धारित किए जाने वाले अन्य भौतिक और रासायनिक परीक्षण करना।
4. क्षतिग्रस्त/अवमानक खाद्यान्नों का रिकॉर्ड रखता है, निर्देशों के अनुसार नमूने जिला/क्षेत्रीय प्रयोगशाला को भेजता है।
5. प्राप्त और जारी किए गए रसायनों और उपकरणों का रिकॉर्ड रखता है और अनुमानित आवश्यकताओं के अनुसार रसायनों और उपकरणों के लिए मांग पत्र तैयार करता है।
6. वस्तुवार, श्रेणीवार रजिस्टर रखता है और उसमें स्टॉक के आवधिक निरीक्षण के परिणाम दर्ज करता है।
7. डिपो आदि में खरीदे और प्राप्त किए जा रहे खाद्यान्नों की गुणवत्ता की अचानक जांच करने और खरीद कार्यों में सहायता करने की आवश्यकता हो सकती है।
8. जिला/क्षेत्रीय/अंचल/मुख्यालय को प्रस्तुत किए जाने वाले विभिन्न निर्धारित रिटर्न और विवरण तैयार करता है।
9. अपने अनुभाग में गुणवत्ता और प्रयोगशाला कार्य से संबंधित विभिन्न विषयों पर पत्र

तैयार करता है।

10.उसे सौंपे गए अन्य संबंधित कार्य करता है।

- **भर्ती की पद्धति:** 100% पदोन्नति।
- **अर्हकता एवं अनुभव:** ग्रेड-II तकनीकी सहायक के रूप में 3 वर्ष का अनुभव।

पद का नाम: तकनीकी सहायक ग्रेड-II

वेतनमान: 150-10-300 रुपये।

पद की विशेषताएं:

एएम (क्यूसी)/उच्च अधिकारियों के सीधे पर्यवेक्षण में और यदि उपलब्ध हो तो तकनीकी सहायक श्रेणी-I के मार्गदर्शन में कार्यरत कर्मचारी, प्राप्त खाद्यान्न नमूनों का विश्लेषण और विश्लेषण रिपोर्ट तैयार करता है। साथ ही, वह प्राप्त नमूनों और उनके विश्लेषण परिणामों का रिकॉर्ड रखता है, विवरण और प्रतिवेदन तैयार करता है, गुणवत्ता नियंत्रण और प्रयोगशाला अनुभाग से संबंधित पत्र लिखता है, प्राप्त और आपूर्ति किए गए उपकरणों का रिकॉर्ड रखता है, और आवश्यक अतिरिक्त उपकरणों और रसायनों के लिए मांग पत्र तैयार करता है। तकनीकी सहायक श्रेणी-I । के उच्च श्रेणी के कर्तव्य तकनीकी सहायक श्रेणी-I के निम्न श्रेणी के कर्तव्यों के साथ ओवरलैप करते हैं और तकनीकी सहायक श्रेणी-II के निम्न श्रेणी के कर्तव्य तकनीकी सहायक श्रेणी-III के उच्च श्रेणी के कर्तव्यों के साथ ओवरलैप करते हैं।

विशिष्ट कार्य:

1. आवक और जावक स्टॉक के नमूनों की जाँच करता है और उनका विश्लेषण दर्ज करता है तथा निर्धारित मानकों से पाए गए विचलनों को इंगित करता है; यह सुनिश्चित करता है कि शिकायतों से बचने के लिए निर्धारित विशिष्टताओं के अनुरूप स्टॉक प्राप्त/जारी किए जाएं।
2. खाद्यान्नों का विश्लेषण करता है, जैसे चावल में भूसी की मात्रा निर्धारित करने के लिए आयोडीन परीक्षण करना, गेज पर लंबाई और चौड़ाई के अनुपात की जाँच करना, नमी की मात्रा की जाँच करना, वस्तु चयनकर्ता द्वारा अलग किए गए विभिन्न अपवर्तन की जाँच

और अध्ययन करना और समय-समय पर निर्धारित किए जाने वाले अन्य भौतिक और रासायनिक परीक्षण करना।

3. आवश्यकतानुसार, विभिन्न अपवर्तन आदि निर्धारित करने के लिए नमूनों से आवश्यक मात्रा में वजन करता है।
4. आवश्यकतानुसार नमूने लेता है और रिकॉर्ड करता है/पर्यवेक्षण करता है/स्टॉक के बचाव कार्यों और कीटाणुशोधन का कार्य करता है।
5. तकनीकी सहायक श्रेणी-I/उच्च अधिकारियों के मार्गदर्शन में, प्राप्त नमूने की प्रविष्टियाँ विश्लेषण रजिस्टर में विश्लेषण के परिणाम सहित दर्ज करता है और विश्लेषण रिपोर्ट तैयार करता है।
6. डिपो में खरीदे और प्राप्त किए जा रहे खाद्यान्नों की गुणवत्ता की औचक जांच करने और खरीद कार्यों में सहायता करने की आवश्यकता हो सकती है।
7. वह अपने वरिष्ठों द्वारा सौंपे गए अन्य संबंधित कार्य भी करता है।

भर्ती की पद्धति: 100% पदोन्नति, यदि पदोन्नति सफल नहीं होती है तो सीधी भर्ती।

अर्हकता एवं अनुभव: विज्ञान में डिग्री, अधिमानतः कृषि में।

- **पदोन्नत उम्मीदवारों के लिए:** श्रेणी-III तकनीकी सहायक के रूप में 3 वर्ष का अनुभव
- **सीधे भर्ती उम्मीदवारों के लिए:** संबंधित क्षेत्र में 3 वर्ष का अनुभव।

पद का नाम: तकनीकी सहायक श्रेणी-III

वेतनमान: रूपये 120-10-240.

पद की विशेषताएं:

यह तकनीकी सहायकों का प्रारंभिक स्तर है, जिसमें एएम (क्यूसी)/उच्च अधिकारियों के निकट पर्यवेक्षण और प्रथम या द्वितीय तकनीकी सहायक के नेतृत्व में खाद्यान्न नमूनों के विश्लेषण से संबंधित सरल परीक्षण करना और विश्लेषण रिपोर्ट तैयार करना शामिल है। समय-समय पर निर्धारित विभिन्न भौतिक और रासायनिक परीक्षण करने, प्राप्त नमूनों और उनके विश्लेषण

परिणामों का रिकॉर्ड रखने, विवरण और रिपोर्ट तैयार करने, प्राप्त और आपूर्ति किए गए उपकरणों का रिकॉर्ड रखने और सौंपे गए अन्य संबंधित कार्य करने की आवश्यकता हो सकती है। तकनीकी सहायक श्रेणी-III के उच्चतर कार्य तकनीकी सहायक श्रेणी-II के निम्नतर कार्यों से मिलते-जुलते हैं।

विशिष्ट कार्य:

1. विभिन्न नमूने प्राप्त करता है और उन्हें रजिस्टर में दर्ज करता है, नमूना कक्ष में वस्तु चयनकर्ता द्वारा उन्हें व्यवस्थित करवाता है; विश्लेषण रिपोर्ट तैयार करने में सहायता कर सकता है।
2. वस्तु चयनकर्ता द्वारा व्यवस्थित संदर्भ प्रकार के नमूनों की लाइब्रेरी के रखरखाव की जाँच करता है।
3. खाद्यान्नों का विश्लेषण करता है, जैसे चावल में भूसी की मात्रा निर्धारित करने के लिए आयोडीन परीक्षण करना, गेज पर लंबाई और चौड़ाई के अनुपात की जाँच करना, नमी की मात्रा की जाँच करना, वस्तु चयनकर्ता द्वारा अलग किए गए विभिन्न अपवर्तन की जाँच और अध्ययन करना और समय-समय पर निर्धारित किए जाने वाले अन्य भौतिक और रासायनिक परीक्षण करना।
4. रिटर्न और स्टेटमेंट के लिए डाटा एकत्र करता है।
5. खाद्यान्नों की प्राप्ति और वितरण के समय उसकी गुणवत्ता की जाँच करता है।
6. औचक वाली जाँचों में सहायता करता है।
7. मंडियों से खाद्यान्न की खरीद में सहायता करता है और साथ ही केंद्रीय पूल से राज्य सरकारों के कर्मचारियों को अपने अधीन लेने में भी सहायता करता है।
8. उसे सौंपे गए अन्य संबंधित कार्य भी करता है।

भर्ती की पद्धति: 100% प्रत्यक्ष भर्ती।

योग्यता: विज्ञान में डिग्री, अधिमानतः कृषि में।

पद का नाम: सहायक श्रेणी-I (संचलन)

वेतनमान: रूपये 225-10-235-15-430-20-550.

पद की विशेषताएं:

यह सर्वोच्च लिपिकीय श्रेणी है जिसके लिए रेलवे संचालन और वाणिज्यिक संचालन का ज्ञान और संबंधित विषयों से जुड़े सीमित नियमों, प्रक्रियाओं और निर्देशों के अनुप्रयोग में विवेक और पहल की आवश्यकता होती है। सहायक प्रबंधक/उच्च अधिकारियों के प्रत्यक्ष/सामान्य पर्यवेक्षण में कार्यरत व्यक्ति, संचालन प्रचालन, संचलन योजनाओं के क्रियान्वयन, दावों आदि से संबंधित विभिन्न मामलों पर रेलवे अधिकारियों से संपर्क बनाए रखते हैं और ऐसे मामलों पर आंकड़े संकलित करते हैं तथा रेलवे, एफसीआई आदि के अन्य अधिकारियों को पत्र लिखते हैं।

विशिष्ट कार्य:

1. एफसीआई द्वारा हुए नुकसान के लिए रेलवे के खिलाफ दावे प्रस्तुत करता है और उससे संबंधित पत्राचार का मसौदा तैयार करता है।
2. सहायक प्रबंधक/उच्च अधिकारियों के निर्देशानुसार, खाद्यान्न का संचलन, यातायात पर लगे प्रतिबंधों में छूट, मार्ग परिवर्तन, गंतव्य में बदलाव, दोषपूर्ण रेलवे रसीदें, गुम हुई वैगनें और संचलन से संबंधित अन्य मामलों के लिए रेलवे अधिकारियों से संपर्क बनाए रखता है; ऐसे मामलों पर रेलवे, क्षेत्रीय कार्यालय आदि को पत्र लिखता है।
3. खाद्यान्नों की क्षेत्र/राज्यवार लोडिंग, प्रेषण, प्राप्ति और निकासी, लंबित रेलवे दावों आदि के आँकड़े दर्शाने वाले रजिस्टर रखता है और उच्च अधिकारियों को प्रस्तुत किए जाने वाले रिपोर्ट और विवरण तैयार करता है।
4. वह अपने वरिष्ठों द्वारा सौंपे गए अन्य संबंधित कार्य भी करता है।

भर्ती का तरीका: 50% पदोन्नति, 50% प्रतिनियुक्ति पर स्थानांतरण।

अनुभव: पदोन्नत उम्मीदवारों के लिए, सहायक ग्रेड-II (डी) के रूप में 3 वर्ष का अनुभव।

धौलपुर-सरमथुरा-गंगापुर सिटी रेल परियोजना

673. श्री भजन लाल जाटव:

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

(क) क्या यह सच है कि वर्ष 2010-11 के दौरान स्वीकृत और वर्ष 2013 में उद्घाटन की गई धौलपुर-सरमथुरा-गंगापुर सिटी रेल परियोजना अभी तक पूरी नहीं हुई है;

(ख) यदि हां, तो परियोजना के प्रथम और दूसरे चरण के अंतर्गत हुई वास्तविक और वित्तीय प्रगति की वर्तमान स्थिति क्या है और अब तक कितनी धनराशि स्वीकृत और व्यय की गई है तथा शेष कार्यों का चरण-वार ब्यौरा क्या है;

(ग) क्या यह भी सच है कि दूसरे चरण (सरमथुरा-करौली-गंगापुर सिटी) के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार कर ली गई है और रेलवे बोर्ड को प्रस्तुत कर दी गई है और इसे पहले ही अनुमोदित/घोषित कर दिया गया है;

(घ) यदि हां, तो उक्त परियोजना को स्वीकृति दिए जाने के बावजूद निर्माण कार्य शुरू न होने के क्या कारण हैं;

(ङ) क्या सरकार का मिशन मोड में परियोजना को पूरा करने के लिए पर्याप्त बजटीय प्रावधान करने और परियोजना के दोनों चरणों को पूरा करने के लिए एक निर्धारित समय-सीमा घोषित करने का विचार है; और

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

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

(क) से (च): धौलपुर-सिरमथरा आमान परिवर्तन परियोजना को गंगापुर शहर (145 कि.मी.) तक विस्तार के साथ दो चरणों में नियोजित किया गया है।

धौलपुर-सिरमथरा (69 कि.मी.) के आमान परिवर्तन कार्य को 747 करोड़ रुपए की लागत से

स्वीकृत किया गया है। मार्च, 2026 तक परियोजना में 504 करोड़ रुपए की राशि व्यय की जा चुकी है तथा वित्त वर्ष 2026-27 में अतिरिक्त 275 करोड़ रुपए आवंटित किए गए हैं।

परियोजना की खंडवार प्रगति निम्नानुसार है:

क्र.सं.	खंड का नाम	कार्यों की स्थिति
1	धौलपुर-गढ़ी साँदरा (18 कि.मी.)	भूमि अधिग्रहण: 30 हेक्टेयर में से 24 हेक्टेयर का अधिग्रहण किया जा चुका है तथा शेष अधिग्रहण का कार्य शुरू कर दिया गया है। प्रमुख पुल: पूरा किया गया निचले सड़क पुल: पूरा किया गया स्टेशन भवन: पूरा किया गया ट्रैक लिंकिंग का कार्य: संपूर्ण 18 कि.मी. का कार्य पूरा किया जा चुका है।
2	गढ़ी साँदरा से बारी (15 कि.मी.)	भूमि अधिग्रहण: 53 हेक्टेयर में से 45 हेक्टेयर का अधिग्रहण किया जा चुका है तथा शेष अधिग्रहण का कार्य शुरू कर दिया गया है। प्रमुख पुल: 02 में से 01 पूरा किया गया, शेष पर कार्य प्रारंभ किया गया निचले सड़क पुल: 10 में से 02 पूरा किया गया, शेष पर कार्य प्रारंभ किया गया स्टेशन भवन: 02, कार्य प्रारंभ किया गया ट्रैक लिंकिंग का कार्य: 15 रेलपथ कि.मी. में से 06 रेलपथ कि.मी. पूरे किए जा चुके हैं शेष पर कार्य प्रारंभ किया गया
3	बारी-मोहारी (7 कि.मी.)	भूमि अधिग्रहण: 23 हेक्टेयर में से 19 हेक्टेयर का अधिग्रहण किया जा चुका है तथा शेष अधिग्रहण का कार्य शुरू कर दिया गया है।

क्र.सं.	खंड का नाम	कार्यों की स्थिति
		प्रमुख पुल: 01, कार्य प्रारंभ किया गया निचले सड़क पुल: 03, कार्य प्रारंभ किया गया स्टेशन भवन: 01, कार्य प्रारंभ किया गया ट्रैक लिंकिंग का कार्य: कार्य प्रारंभ किया गया
4	मोहारी-सिरमथरा (30 कि.मी.)	भूमि अधिग्रहण: 159 हेक्टेयर में से 82 हेक्टेयर का अधिग्रहण किया जा चुका है तथा शेष अधिग्रहण का कार्य शुरू कर दिया गया है। प्रमुख पुल: 01, कार्य प्रारंभ किया गया निचले सड़क पुल: 12, कार्य प्रारंभ किया गया ऊपरी सड़क पुल: 02, कार्य प्रारंभ किया गया स्टेशन भवन: 02, कार्य प्रारंभ किया गया ट्रैक लिंकिंग का कार्य: कार्य प्रारंभ किया गया

द्वितीय चरण के लिए, सिरमथरा-गंगापुर सिटी नई लाइन (75.50 कि.मी.) हेतु विस्तृत परियोजना रिपोर्ट तैयार करने के लिए अंतिम स्थान सर्वेक्षण स्वीकृत किया गया है।

विस्तृत परियोजना रिपोर्ट तैयार करने के पश्चात्, परियोजना के लिए राज्य सरकारों सहित विभिन्न हितधारकों के साथ विचार-विमर्श तथा नीति आयोग एवं वित्त मंत्रालय आदि से मूल्यांकन जैसी आवश्यक स्वीकृतियां अपेक्षित हैं। चूंकि हितधारकों के साथ विचार-विमर्श एक सतत् एवं गतिशील प्रक्रिया है, अतः निश्चित समय-सीमा निर्धारित नहीं की जा सकती है।

CYBER FRAUDS

674. DR. D RAVI KUMAR:

Will the Minister of **ELECTRONICS AND INFORMATION TECHNOLOGY** be

pleased to state:

(a) the details of cyber frauds and online financial scams increased during the last three years; (b) whether the Government has taken any measures to contain cyber frauds and online financial scams and if so, the details thereof;

(c) the details of cyber crime complaints received and resolved during the year 2025-26; and

(d) the details of measures taken by the Government to strengthen cyber security awareness and protect citizens from digital fraud?

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

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

<u>The Information Technology Act, 2000 ("IT Act"):</u>

- Section 66C prescribes an imprisonment of up-to three years and fine which may extend to rupees one lakh for identity theft;

- Section 66D prescribes an imprisonment of up-to three years and fine which may extend to rupees one lakh for cheating by personation by using computer resource;
- Section 66 prescribes a punishment of upto three years or with fine which may extend to five lakh rupees or with both for computer related offences;
- Section 43 prescribes penalty and compensation for damage to computer, computer system etc.

The Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021:

- The IT Rules cast specific obligations on intermediaries to make reasonable efforts to ensure that users of their computer resources do not host, display, upload, modify, publish, transmit, store, update or share any information that deceives or misleads, impersonates another person or that violates any law for the time being in force.
- Intermediaries are required to remove any unlawful content within three hours of the receipt of an order of a court of competent jurisdiction or on receipt of a reasoned intimation by the Appropriate Government or its authorized agency.

Bharatiya Nyaya Sanhita (BNS), 2023

- The BNS, 2023 addresses the offences involving Organized Crime (Section 111), Cheating by Personation (Section 319), Forgery (Section 336 / 337), etc., and other cyber-enabled frauds.

To monitor and to strengthen the mechanism to deal with cybercrimes in a comprehensive and coordinated manner, the Central Government has taken steps which, inter-alia, include the following:

- The Ministry of Home Affairs has set up the 'Indian Cyber Crime Coordination Centre' ("I4C") as an attached office to deal with all types of cybercrimes in the country, in a coordinated and comprehensive manner.
- The 'National Cyber Crime Reporting Portal' ("NCRP") has been launched, as a part of the I4C, to enable public to report incidents pertaining to all types of cybercrimes, with special focus on cybercrimes against women and children. The portal is accessible at https://cybercrime.gov.in. Cybercrime incidents reported on this portal, their conversion into FIRs and subsequent action thereon are handled by the State/UT Law Enforcement Agencies concerned as per the provisions of the law.
- The 'Citizen Financial Cyber Fraud Reporting and Management System' (CFCFRMS), under I4C, has been launched in year 2021 for immediate reporting of financial frauds and to stop siphoning off funds by the fraudsters. A toll-free Helpline number '1930' has been operationalized to get assistance in lodging online cyber complaints.
- A State of the Art, Cyber Fraud Mitigation Centre (CFMC) has been established at I4C where representatives of major banks, Financial

Intermediaries, Payment Aggregators, Telecom Service Providers, IT Intermediaries and representatives of States/UTs Law Enforcement Agency are working together for immediate action and seamless cooperation to tackle cybercrime.

- Samanvaya Platform has been made operational to serve as an Management Information System (MIS) platform, data repository and a coordination platform for LEAs for cybercrime data sharing and analytics. It provides analytics-based interstate linkages of crimes and criminals, involved in cybercrime complaints in various States/UTs. The module 'Pratibimb' maps locations of criminals and crime infrastructure on a map to give visibility to jurisdictional officers. The module also facilitates seeking and receiving of techno-legal assistance by Law Enforcement Agencies from I4C and other SMEs.

The Central Government has taken various initiatives to create public awareness and expeditious grievance redressal in order to protect citizens from cyber financial fraud which, inter-alia, include: -

- MeitY is implementing a project on 'Information Security Education and Awareness (ISEA)' for generating human resources in Information Security and creating general awareness on various aspects of cyber hygiene and cyber security among the masses. So far, 6,650 awareness workshops have been conducted across the country covering 11.37 lakh+ participants, including school/colleges students, teachers, law enforcement, government personnel, and

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

- Indian Computer Emergency Response Team (CERT-In) regularly shares safety and security tips and awareness posters, info-graphics and videos on its official websites and social media handles. It is aimed at sensitizing internet users on cyber security attacks and frauds including online safety measures for children.
- National cyber security month has been observed in October each year. Safer Internet Day is also celebrated in February to sensitise users regarding online safety. This year it was observed on 10.02.2026.
- Caller Tune Campaign: I4C in collaboration with the Department of Telecommunications (DoT) has launched a caller tune campaign with effect from 19.12.2024 for raising awareness about cybercrime and promoting the Cybercrime Helpline Number 1930 and NCRP portal. The caller tunes were also being broadcast in English, Hindi and 10 regional languages by Telecom Service Providers (TSPs). Six versions of caller tunes were played which cover various modus-operandi, namely, Digital Arrest, Investment Scam, Malware, Fake Loan App, Fake Social Media Advertisements.
- The Central Government has launched a comprehensive awareness

programme on digital arrest scams which, inter-alia, include; newspaper advertisement, announcement in Delhi Metros, use of social media influencers to create special posts, campaign through Prasar Bharti and electronic media, special programme on Aakashvani.

- In partnership with DD News, I4C conducted a cybercrime awareness campaign running through Weekly Show Cyber-Alert starting from 19th July 2025 for 52 Weeks.
- To further spread awareness on cyber crime, the Central Government has taken steps which, inter-alia, include; dissemination of messages through SMS, I4C social media account i.e. X (formerly Twitter) (@CyberDost), Facebook (CyberDostI4C), Instagram (CyberDostI4C), Telegram(cyberdosti4c), SMS campaign, TV campaign, Radio campaign, School Campaign, advertisement in cinema halls, celebrity endorsement, IPL campaign, campaign during Kumbh Mela 2025 and Suraj Kund Mela 2025, engaged MyGov for publicity in multiple mediums, organizing Cyber Safety and Security Awareness weeks in association with States/UTs, publishing of Handbook for Adolescents/Students, digital displays on railway stations and airports across, etc.

'Police' and 'Public Order' are State subjects as per the Seventh Schedule of the Constitution of India. The States/UTs are primarily responsible for the prevention, detection, investigation and prosecution of crimes including

cybercrime through their Law Enforcement Agencies (LEAs). The Central Government supplements the initiatives of the States/UTs through advisories and financial assistance under various schemes for capacity building of their LEAs. The National Crime Records Bureau (NCRB) compiles and publishes the statistical data on crimes in its publication “Crime in India”. The latest published report may be accessed on : https://www.ncrb.gov.in

RAILWAY CONNECTIVITY TO BALLARI AND HOSPET JUNCTIONS

675. SHRI E TUKARAM:

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

(a) the details of the action taken by the Government on the proposals for improving railway connectivity to Ballari and Hospet Junctions in Karnataka including introduction of new train services, Vande Bharat train, increase in the frequency of existing trains and replacement of old coaches including the present status of each proposal;

(b) whether the Government proposes to approve and implement any of these proposals keeping in view the importance of Ballari and Hospet as major industrial, mining and tourism centres; and

(c) if so, the details thereof including likely timeline for implementation 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 (c) Indian Railways (IR), constantly endeavours to improve connectivity on its network and to this end, IR have introduced the following 06 pairs of regular train services to cater to the needs of passengers of Ballari and Hosapete stations:

SN	Train No. and Name	w.e.f.
1	17071/17072 Hyderabad - Belagavi Express (via Ballari - Hosapete)	21.05.2026
2	17073/17074 Secunderabad - Belagavi Express (via Ballari - Hosapete)	18.05.2026
3	17075/17076 Charlapalli - Belagavi Express (via Ballari - Hosapete)	16.05.2026
4	76511/76512 Hosapete - Ballari DEMU	11.05.2026
5	76507/76508 Hosapete - Hubballi DEMU	10.05.2026
6	76509/76510 Ballari - Davangere DEMU	11.05.2026

Presently, Ballari and Hosapete stations are served by 48 and 54 train services respectively which are providing connectivity *inter alia* to cities like Delhi, Mumbai, Bengaluru, Kolkata, Mysuru, Tirupati, Jodhpur, Ajmer, Vasco-Da-Gama, Hyderabad, Vijayapura, etc. The list of trains serving Ballari and Hosapete stations are as under:

Train serving Ballari:

SN	Train No. and Name
1	12649 Yesvantpur - Hazrat Nizamuddin Express
2	12650 Hazrat Nizamuddin - Yesvantpur Express
3	16531 Ajmer - KSR Bengaluru Express
4	16532 KSR Bengaluru - Ajmer Express
5	16533 Jodhpur - KSR Bengaluru Express
6	16534 KSR Bengaluru - Jodhpur Express
7	16591 Hubballi - Mysuru Express
8	16592 Mysuru - Hubballi Express
9	17039 Secunderabad - Vasco Da Gama Express
10	17040 Vasco Da Gama - Secunderabad Express
11	17071 Hyderabad - Belagavi Express
12	17072 Belagavi - Hyderabad Express
13	17073 Secunderabad - Belagavi Express
14	17074 Belagavi - Secunderabad Express
15	17075 Charlapalli - Belagavi Express
16	17076 Belagavi - Charlapalli Express
17	17225 Narasapur - Hubballi Express
18	17226 Hubballi - Narasapur Express
19	17313 Hubballi - MGR Chennai Central Express

20	17314 MGR Chennai Central - Hubballi Express
21	17321 Vasco Da Gama - Jasidih Express
22	17322 Jasidih - Vasco Da Gama Express
23	17329 Hubballi - Vijayawada Express
24	17330 Vijayawada - Hubballi Express
25	17415 Tirupati - Kolhapur Express
26	17416 Kolhapur - Tirupati Express
27	17419 Tirupati - Vasco Da Gama Express
28	17420 Vasco Da Gama - Tirupati Express
29	18047 Shalimar - Vasco Da Gama Express
30	18048 Vasco Da Gama - Shalimar Express
31	18111 Tatanagar - Yesvantpur Express
32	18112 Yesvantpur - Tatanagar Express
33	20667 Yesvantpur - Khatipura Express
34	20668 Khatipura - Yesvantpur Express
35	22687 Mysuru - Varanasi Express
36	22688 Varanasi - Mysuru Express
37	56911 Hubballi - Guntakal Passenger
38	56912 Guntakal - Hubballi Passenger
39	57401 Tirupati - Hubballi Passenger

40	57402 Hubballi - Tirupati Passenger
41	57405 Tirupati - Kadiridevarapalli Passenger
42	57406 Kadiridevarapalli - Tirupati Passenger
43	57415 Guntakal - Chikjajur Passenger
44	57416 Chikjajur - Guntakal Passenger
45	76509 Ballari - Davangere DMU
46	76510 Davangere - Ballari DMU
47	76511 Hosapete - Ballari DMU
48	76512 Ballari - Hosapete DMU

Train serving Hosapete:

SN	Train No. and Name
1	11139 Chhatrapati Shivaji Maharaj (T) - Hosapete Express
2	11140 Hosapete - Chhatrapati Shivaji Maharaj (T) Express
3	11415 Solapur - Hosapete Express
4	11416 Hosapete - Solapur Express
5	12649 Yesvantpur - Hazrat Nizamuddin Express
6	12650 Hazrat Nizamuddin - Yesvantpur Express
7	16217 Mysuru - Sainagar Shirdi Express
8	16218 Sainagar Shirdi - Mysuru Express
9	16531 Ajmer - KSR Bengaluru Express

10	16532 KSR Bengaluru - Ajmer Express
11	16533 Jodhpur - KSR Bengaluru Express
12	16534 KSR Bengaluru - Jodhpur Express
13	16545 Yesvantpur - Sindhanur Express
14	16546 Sindhanur - Yesvantpur Express
15	16547 Yesvantpur - Vijayapura Express
16	16548 Vijayapura - Yesvantpur Express
17	16591 Hubballi - Mysuru Express
18	16592 Mysuru - Hubballi Express
19	17039 Secunderabad - Vasco Da Gama Express
20	17040 Vasco Da Gama - Secunderabad Express
21	17071 Hyderabad - Belagavi Express
22	17072 Belagavi - Hyderabad Express
23	17073 Secunderabad - Belagavi Express
24	17074 Belagavi - Secunderabad Express
25	17075 Charlapalli - Belagavi Express
26	17076 Belagavi - Charlapalli Express
27	17225 Narasapur - Hubballi Express
28	17226 Hubballi - Narasapur Express
29	17313 Hubballi - MGR Chennai Central Express

30	17314 MGR Chennai Central - Hubballi Express
31	17321 Vasco Da Gama - Jasidih Express
32	17322 Jasidih - Vasco Da Gama Express
33	17329 Hubballi - Vijayawada Express
34	17330 Vijayawada - Hubballi Express
35	17415 Tirupati - Kolhapur Express
36	17416 Kolhapur - Tirupati Express
37	17419 Tirupati - Vasco Da Gama Express
38	17420 Vasco Da Gama - Tirupati Express
39	18047 Shalimar - Vasco Da Gama Express
40	18048 Vasco Da Gama - Shalimar Express
41	56519 KSR Bengaluru - Hosapete Passenger
42	56520 Hosapete - KSR Bengaluru Passenger
43	56529 Harihar - Hosapete Passenger
44	56530 Hosapete - Harihar Passenger
45	56911 Hubballi - Guntakal Passenger
46	56912 Guntakal - Hubballi Passenger
47	57401 Tirupati - Hubballi Passenger
48	57402 Hubballi - Tirupati Passenger
49	76507 Hosapete - Hubballi DMU

50	76508 Hubballi - Hosapete DMU
51	76509 Ballari - Davangere DMU
52	76510 Davangere - Ballari DMU
53	76511 Hosapete - Ballari DMU
54	76512 Ballari - Hosapete DMU

Besides, introduction of new train service/increase in frequency of existing services, including Vande Bharat services on any route/section, which is an on-going process, depends on various factors which include:

- Capacity of that section.
- Availability of path.
- Availability of required rolling stock.
- Availability of matching infrastructure for rolling stock.
- Maintenance requirement of railway tracks and other assets.
- Occupancy and the traffic requirement of the section.

Replacement of old coaches:

Indian Railways (IR) are replacing the old ICF design coaches with the LHB coaches which are technologically superior with features like Anti climbing arrangement, Air suspension (Secondary) with failure indication system and less corrosive shell. These coaches have higher speed potential as well as better riding and aesthetics as compared to the conventional ICF coaches. Production of LHB Coaches during 2014-26 vis a vis 2004-14 is as under:

Period	LHB coaches manufactured
2004-14	2,337 nos.
2014-26	49,366 nos. (more than 21 times)

The replacement of ICF coaches with LHB Coaches is being undertaken in a phased manner subject to operational feasibility, availability of rolling stock etc. Accordingly, during the period 2014-15 to 2025-26, around 1060 pairs of trains have been converted utilising more than 1500 rakes.

Besides, on IR only those Coaches which are fit and safe for operations are attached in train services. Replacement of old Coaches with new coaches is a continuous process depending on age profile of old coaches, availability of rolling stock etc.

PM-KUSUM IN ODISHA

676**. SHRIMATI APARAJITA SARANGI:**

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

(a) whether the target set under the Pradhan Mantri-Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM) to install 34,800 MW of solar capacity with the financial support of Rs. 34,422 crore by March 2026 has been achieved;

(b) if so, the details of the solar capacity sanctioned, installed and commissioned under each component of the PM-KUSUM as on 31 March,

2026, State and component-wise;

(c) whether there exists an implementation gap of 8,562 MW under Component A between the sanctioned capacity and the capacity installed/commissioned and if so, the details thereof; and

(d) whether the Government has assessed the reasons for Odisha being India's leading producer of essential minerals for solar value chain and having ports which facilitate imports of raw materials and exports of modules, Odisha has only two approved Production Linked Incentive (PLI) Scheme manufacturing units in the Solar PV sector under the PLI and has not yet emerged as an high energy solar PV manufacturing and if so, the details thereof?

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

(a) and (b) 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 reported by state implementing agencies (SIAs), a total of 13.11 GW of solar capacity has been installed under the scheme till 31.03.2026.

The implementation timeline is extended till March 2027 for those projects where Power Purchase Agreement (PPA) has been signed by 31.12.2025.

The State/UT-wise and Component wise details of progress under PM-KUSUM scheme till 30.06.2026 is placed at **STATEMENT**.

(c) PM-KUSUM is a demand driven scheme. As per the demand raised by the

state, the Ministry has allocated total of 10,000 MW under Component A of the scheme. As reported by SIAs, total of 9,871 MW of PPAs has been signed till cut off date, i.e. 31.12.2025 and 1,726.92 MW has been installed till 30.06.2026.

(d) The manufacturers who have been issued letters of award under Production Linked Incentive (PLI) Scheme for High Efficiency Solar PV Modules, can set-up their manufacturing plants anywhere in India, including Odisha. The location of manufacturing facilities is decided by the manufacturers based on their commercial and business considerations. Various factors may be taken into consideration by them, including availability of land, industrial infrastructure, reliable and cost-competitive power supply, logistics, availability of skilled workforce, proximity to suppliers and markets, and overall ease of doing business.

STATEMENT

State/ UT-wise and Component wise progress under PM-KUSUM scheme

(as on 30.06.2026)

S. No.	State Name	Component-A (MW)		Component-B (Nos)		Component-C (Nos)				
		Sanctioned	Installed	Sanctioned	Installed	Sanctioned (IPS)	Installed (IPS)	Sanctioned (FLS)	Installed (FLS)	Installed (Total)
1	Arunachal Pradesh	0	0	700	699	0	0	0	0	0
2	Assam	2	0	4000	1595	0	0	0	0	0
3	Chhattisgarh	366	19	0	0	0	0	10523	0	0
4	Bihar	0	0	0	0	0	0	140300	4570	4570
5	Gujarat	175	0	22792	22787	0	0	467114	303256	303256
6	Goa	24	4	900	200	0	0	11000	700	700
7	Haryana	158	60.21	197655	194969	0	0	2899	0	0
8	Himachal	100	100	1270	1103	0	0	0	0	0

	Pradesh									
9	Jammu and Kashmir	0	0	5000	4871	0	0	0	0	0
10	Jharkhand	0	0	86985	68787	0	0	0	0	0
11	Karnataka	0	0	41365	26806	0	0	763588	134375	134375
12	Kerala	0	0	8	8	9448	4063	22368	11809	15872
13	Ladakh	0	0	1400	265	0	0	0	0	0
14	Madhya Pradesh	1401	201.66	59400	24682	0	0	175000	62378	62378
15	Maharashtra	260	21	575000	551971	0	0	875000	875000	875000
16	Manipur	0	0	450	160	0	0	0	0	0
17	Meghalaya	0	0	2735	98	0	0	0	0	0
18	Mizoram	0	0	1700	592	0	0	0	0	0
19	Nagaland	0	0	265	265	0	0	0	0	0
20	Odisha	90	2	18441	15780	0	0	5223	0	0
21	Puducherry	0	0	72	0	0	0	0	0	0
22	Punjab	0	0	18048	17928	186	25	0	0	25
23	Rajasthan	5618	1236.05	134752	127639	2138	2138	400000	222853	224991
24	Tamil Nadu	3	3	5187	5186	0	0	0	0	0

25	Telangana	1797	79	7000	0	28000	0	0	0	0
26	Tripura	5	0	11114	9190	3600	1311	0	0	1311
27	Uttar Pradesh	1	1	107266	71538	12000	8281	370000	2117	10398
28	Uttarakhand	0	0	3685	2869	0	0	0	0	0
29	West Bengal	0	0	0	0	20	4	0	0	4
30	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0
31	Andhra Pradesh	0	0	0	0	0	0	293587	0	0
	Total	**10000**	**1726.92**	**1307190**	**114988**	**55392**	**15822**	**3536602**	**161758**	**163280**

PMJVK SCHEME IN TAMIL NADU

677. **SHRI SACHITHANANTHAM R**

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

(a) the details of the amount of fund allocated to the States during the last five years under the Pradhan Mantri Jan VIkas Karyakaram (PMJVK), State-wise particularly in Tamil Nadu; and

(b) the details of the amount allocated and works done during the last five years for Dindigul district of Tamil Nadu under the PMJVK scheme?

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

(a) and (b): The Pradhan Mantri Jan Vikas Karyakram (PMJVK) is a Centrally Sponsored Scheme of the Ministry of Minority Affairs aimed at creating community infrastructure in identified Minority Concentration Areas across the Country. The Scheme supports projects in sectors such as health, education, skill development, women-centric initiatives, drinking water and sanitation, sports, renewable energy, tourism, animal husbandry, and other community infrastructure.

PMJVK is a demand-driven scheme, and no State-wise allocation of funds is made under the Scheme. Funds are released against eligible projects approved under the Scheme. The State-wise details of funds released during the last five years, including for the State of Tamil Nadu, are provided at **STATEMENT.**

No project has been sanctioned in Dindigul district of Tamil Nadu under PMJVK during the last five years. Accordingly, no funds have been allocated or released, and no works have been undertaken in the district under the Scheme during this period.

STATEMENT

State- wise details of funds released including State of Tamil Nadu during the last five years under PMJVK

(Rs. in crore)

Sl. No	Name of State/ UT	Financial Year 2021-22	Financial Year 2022-23	Financial Year 2023-24	Financial Year 2024-25	Financial Year 2025-26
1	Andaman and Nicobar	0.49	-	8.75	-	-
2	Andhra Pradesh	6.90	-	-	-	1.86
3	Arunachal Pradesh	21.38	-	-	73.00	103.23
4	Assam	159.99	-	-	129.00	197.56
5	Bihar	6.22	-	-	-	-
6	Chhattisgarh	1.01	-	-	-	-
7	Delhi	0.00	-	-	-	-
8	Gujarat	0.00	-	-	-	-
9	Haryana	13.79	-	-	-	0.33
10	Himachal Pradesh	0.00	-	-	5.00	9.13
11	Jammu and Kashmir	0.00	-	-	-	-

12	Jharkhand	26.14	-	-	-	0.18
13	Karnataka	35.14	-	23.34	102.00	38.08
14	Kerala	42.69	-	-	-	1.82
15	Ladakh	-	-	3.06	12.92	-
16	Madhya Pradesh	1.55	-	-	-	9.42
17	Maharashtra	39.55	-	-	20.00	64.33
18	Manipur	186.06	-	18.75	50.00	61.83
19	Meghalaya	77.25	-	-	-	34.80
20	Mizoram	58.41	-	10.00	63.19	125.00
21	Nagaland	14.42	-	-	56.00	145.00
22	Odisha	21.65	-	-	-	0.26
23	Punjab	0.00	104.58	-	-	0.13
24	Rajasthan	24.61	-	-	23.50	6.38
25	Sikkim	195.42	-	26.25	123.73	197.75
26	Tamil Nadu	181.19	-	-	70.13	137.46
27	Telangana	20.79	-	-	-	4.33
28	Tripura	6.49	-	-	17.50	0.43
29	Uttar Pradesh	7.38	-	35.00	-	250.00
30	Uttarakhand	15.76	-	18.96	99.00	10.00
31	West Bengal	38.53	-	-	-	40.31

EFFECT OF SEVERE HEAT WAVE CONDITIONS

678. ADV GOWAAL KAGADA PADAVI:

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

(a) whether the Government has taken note of the unusually severe heatwave conditions witnessed across several parts of the country during the year 2026 with temperatures crossing 45°C in many regions and reports indicating that heatwaves are arriving earlier and lasting longer due to climate change and possible El Niño conditions;

(b) the details of heatwave-related deaths, water shortages and power demand recorded during the current year, State/UT-wise particularly in Maharashtra including tribal districts like Nandurbar;

(c) whether the National Disaster Management Authority (NDMA) and other agencies have issued revised heat action guidelines for protection of outdoor workers, children, elderly citizens and economically weaker sections and if so, the details thereof; and

(d) the details of the funds allocated for climate adaptation, urban cooling and heat mitigation measures, State/UT-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) and (b) No. The data indicate that unusually severe heatwave conditions were not witnessed across several parts of the country during the year 2026 relative to historical extremes. The India Meteorological Department (IMD) continuously monitors heatwave conditions across the country through its extensive observational network and issues routine forecasts and warnings. During the hot weather season of 2026, certain regions, particularly Vidarbha in Maharashtra, southern Uttar Pradesh, and northern Madhya Pradesh, recorded air temperatures exceeding 45°C. Climatological data confirms that these regions historically experience similar temperatures during the peak heatwave months of April and May.

(c) and (d) The IMD, under the Ministry of Earth Sciences, supports nationwide heat-resilient planning by generating and issuing daily special heatwave warning bulletins and localized Impact-Based Forecasts (IBF) at the meteorological sub-division and district levels. These forecasts contain risk-based advisories designed to safeguard vulnerable groups. These operational alerts are transmitted in real-time to the Ministry of Home Affairs, the National Disaster Management Authority (NDMA), State Disaster Management Authorities (SDMAs), District Magistrates, health departments, and public utility sectors. To enable institutional preparedness well in advance, the IMD regularly issues monthly and seasonal heatwave outlooks. The department provides foundational climate information, real-time weather observations, and risk analytics that empower the NDMA and

state agencies to implement localized Heat Action Plans (HAPs) across various States. Most of these public-centric heatwave information products and risk-mapping tools are deployed on an open-access, web-GIS platform accessible to the general public at the designated URL (https://dss.imd.gov.in/dwr_img/GIS/heatwave.html).

DIGITAL BHARAT NIDHI

679. DR. MALLU RAVI:

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

(a) whether the Government has reviewed the utilisation of the Digital Bharat Nidhi for supporting State-led broadband infrastructure projects to achieve universal digital connectivity and if so, the details thereof;

(b) whether proposals have been received from State Governments seeking financial assistance from the Digital Bharat Nidhi and if so, the details thereof, State-wise;

(c) whether the Government has received a proposal from the Government of Telangana for financial support to the T-Fiber project and if so, the details thereof;

(d) whether the Government proposes to evolve a transparent framework for extending Digital Bharat Nidhi assistance to State broadband networks in order to accelerate rural connectivity and digital inclusion; and

(e) 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) BharatNet project has been approved for provision of broadband connectivity in a phased manner to all Gram Panchayats (GPs) in the country. The Government has reviewed the BharatNet project and approved the Amended BharatNet Program (ABP) to upgrade and connect all the GPs across the country.

(b) to (e) The Government of India has communicated in-principle approval to the Government of Telangana for implementation of ABP. The Government of Telangana has informed that a new special purpose vehicle (SPV), namely, Telangana Rural Internet Infrastructure Corporation Limited (TRIICL) has been formed for implementation of ABP. Under ABP, the Government of India has provisioned ₹3,189 crore to upgrade and connect 12,769 GPs in Telangana state. Further, a transparent framework has been provisioned through which the assets created under the BharatNet Project are available to the service providers on non-discriminatory basis to provide services such as Fiber-to-the-Home (FTTH), leased lines, dark fiber etc. for accelerating rural connectivity and digital inclusion.

OBSCENE CONTENT ON OTT PLATFORMS

680 SHRI RAJABHAU PARAG PRAKASH WAJE:

Will the Minister of **INFORMATION AND BROADCASTING** be pleased to state;

(a) whether the Government has taken cognizance of the increasing availability of obscene, vulgar, sexually explicit and culturally insensitive content on OTT platforms, social media channels and digital entertainment platforms, as well as use of abusive and derogatory language in certain stand-up comedy programmes;

(b) if so, whether the Government has received complaints from citizens, parents, educational institutions and social organizations regarding the adverse impact of such content on children, youth and Indian cultural values;

(c) the details of action taken by the Government during the last three years against OTT platforms, digital content creators and online programmes found violating existing laws, guidelines or codes of ethics; and

(d) whether the Government proposes to introduce stricter regulations, stronger content monitoring mechanisms, age-verification systems and penal provisions to curb the spread of objectionable content and protect societal and cultural values and 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): Government has notified the Information Technology (Intermediary Guidelines and Digital Media, Ethics Code) Rules, 2021 on 25.02.2021 under IT Act, 2000 to put in place an institutional mechanism for publishers of news and current affairs on digital media and publishers of online curated content (OTT Platforms).

Part-III of the rules provides for a Code of Ethics for digital news publishers and publishers of online curated content (OTT platforms). Complaints are addressed under the provisions of the IT Rules, 2021.

Section 79(3)(b) of IT Act, 2000 provides for notification to the intermediaries for removing/disabling access to unlawful content.

Based on complaints, the Government regularly takes action against such intermediaries and OTT platforms. The Government has disabled 50 OTT platforms for public access in India in last two years for displaying obscene content and for violation of Section 67 and 67A of the IT Act, Section 294 of the BNS, and Section 4 of the Indecent Representation of Women (Prohibition) Act, 1986.

STATUS OF THE ANGAMALY SABARI RAILWAY LINE

681. ADV DEAN KURIAKOSE:

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

(a) the current status of the Angamaly Sabari railway line;

(b) the details of the estimated updated cost of the project as on date;

(c) whether the Kerala State Government of Kerala has to enter into a tripartite agreement with the Railway Ministry as well as the RBI for the implementation of the project; and

(d) if so, the details thereof?

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

(a) to (d): Angamali - Sabarimala via Erumeli new line project was sanctioned in 1997-98. Work on Angamali-Kaladi (7 Km) and long lead works on Kaladi-Perumbavoor (10 Km) was taken up. However, further works on this project could not be taken forward due to protests by people against land acquisition and fixing of alignment of the line, court cases filed against the project and inadequate support from the Government of Keralam. Therefore, the project could not proceed ahead.

The estimated cost of the Angamali - Sabarimala via Erumeli new line project was updated at ₹3,801 crore and submitted to Government of Keralam for the acceptance of the estimate and willingness to share cost of the project.

In August 2024, the Government of Keralam communicated their conditional consent. Government of Keralam was requested by Railway to submit unconditional consent for sharing the cost.

Then the Minister of Railways requested the Chief Minister of Keralam to acquire land using their share of 50% of the cost of the project.

Now, on the request of Govt. of India, the Govt. of Keralam has initiated land acquisition proceedings and the Angamali – Sabarimala new line project has moved forward. Ministry of Railways is following up the land acquisition process with Govt. of Keralam. During 2026-27, an outlay of ₹505 crore has been provided for this project by Ministry of Railways.

Keralam:-

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

Period	Outlay
2009-14	₹ 372 crore/year
2026-27	₹3,795 crore (more than 10 times)

Projects Sanctioned:-

As on 01.04.2026, 09 projects (03 new line and 06 doubling) of 302 km length,

costing ₹11,650 crore falling fully/partly in Keralam are sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned upto March, 2026 (in Km)	Total Expenditure upto March, 2026 (₹ in Cr.)
New line	03	148	0	317
Doubling /multitracking	06	154	40	3,550
Total	**09**	**302**	**40**	**3,867**

Recently Completed Projects:-

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

S. No.	Project	Cost (₹ in Crores)
1	Dindigul - Palghat and Pollachi - Coimbatore gauge conversion (217 km)	1,360
2	Quilon- Tiruchendur gauge conversion (357 km)	1,122
3	Mulanturutti-Kuruppantara doubling (24 km)	303
4	Chenganur-Chingavanam doubling (27 km)	436
5	Ambalapuzha-Haripad doubling (18 km)	346

6	Kurruppanthara-Chingavanam doubling (27 km)	749

Ongoing Projects:-

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

S No.	Project	Cost (₹ in Crores)
1	Tirunnavaya –Guruvayur new line (35 km)	144
2	Angamali-Sabarimala new line (111 km)	3,801
3	Ernakulam-Kumbalam doubling (8 km)	808
4	Kumbalam - Thuravur doubling (16 km)	1,172
5	Trivandrum- Kanyakumari doubling (87 km)	4,494
6	Alappuzha-Ambalapuzha doubling (13 km)	324
7	Turavur - Mararikulam doubling (21 km)	451
8	Mararikulam-Alappuzha doubling (11 km)	221

Execution of important infrastructure projects falling fully/partly in the State of Keralam are held up due to delay in land acquisition. Status of land acquisition in the State of Keralam is as under:

Total Land required for Projects in Keralam	618 ha
Land Acquired	78 ha (13%)

Balance Land to be acquired	540 ha (87%)

Railway had deposited ₹1,976 crore for land acquisition to Government of Keralam. Support of the Government of Keralam is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:-

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)	304	25	279
2.	Ernakulam – Kumbalam Patch doubling (8 km)	4	3	1
3.	Kumbalam – Turavur Patch doubling (16 km)	10	9	1
4.	Shoranur-Vallathol doubling (10 Km)	5	0	5

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

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

- Anticipated traffic projections and remunerativeness of the proposed

route

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

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

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

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

समपार संख्या 285 पर आरओबी/आरयूबी का निर्माण

682. श्री बृजेन्द्र सिंह ओला:

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

(क) क्या सरकार ने राजस्थान में रेलवे समपारों पर विशेषकर झुंझुनू लोक सभा निर्वाचन क्षेत्र में होने वाले यातायात जाम के संबंध में कोई अध्ययन कराया है;

(ख) यदि हां, तो सरकार द्वारा उक्त निर्वाचन क्षेत्र में किन-किन रेलवे समपारों की पहचान की गई है जहां आरओबी/आरयूबी के निर्माण की आवश्यकता है;

(ग) झुंझुनू जिले के भामरवासी गांव में स्थित रेलवे समपार संख्या 285 पर आरओबी/आरयूबी का निर्माण कब तक किए जाने की संभावना है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (घ): 01.04.2026 की स्थिति के अनुसार, भारतीय रेल में बड़ी लाइन नेटवर्क पर 15,689 अदद चौकीदार वाले समपार (एमएलसी) हैं। इनमें से 764 अदद चौकीदार वाले समपार राजस्थान राज्य में स्थित हैं, जिनमें से 16 अदद चौकीदार वाले समपार झुंझुनू लोकसभा निर्वाचन क्षेत्र में आते हैं।

भारतीय रेल में समपारों के स्थान पर ऊपरी/निचले सड़क पुलों के निर्माण कार्यों की स्वीकृति एक सतत् और गतिशील प्रक्रिया है। ऐसे निर्माण कार्यों को प्राथमिकता दी जाती है और गाड़ी परिचालन में संरक्षा पर उनके प्रभाव, गाड़ियों की गतिशीलता एवं सड़क उपयोगकर्ताओं पर पड़ने वाले प्रभाव और व्यवहार्यता आदि के आधार पर शुरू किया जाता है।

2004-14 की तुलना में 2014-26 (मई, 2026 तक) की अवधि के दौरान भारतीय रेल पर निर्मित ऊपरी/निचले सड़क पुलों की संख्या निम्नानुसार है:

अवधि	निर्मित ऊपरी/निचले सड़क पुल
2004-14	4,148 अदद
2014-26 (मई, 2026 तक)	14,451 अदद (राजस्थान राज्य में 1,612 अदद)

01.06.2026 की स्थिति के अनुसार, भारतीय रेल में लगभग 1,17,492 करोड़ रुपए की लागत पर 4,993 अदद ऊपरी/निचले सड़क पुलों के निर्माण कार्य स्वीकृत किए गए हैं, जिसमें राजस्थान राज्य में लगभग 6,137 करोड़ रुपए की लागत पर 618 अदद ऊपरी/निचले सड़क पुलों के निर्माण कार्य और झुंझुनू लोकसभा निर्वाचन क्षेत्र में लगभग 114 करोड़ रुपये की लागत पर 17 अदद ऊपरी/निचले सड़क पुलों के निर्माण कार्य शामिल हैं, जो योजना और निष्पादन के विभिन्न चरणों में हैं।

गाँव की आबादी को ध्यान में रखकर और सार्वजनिक आवागमन को सुगम बनाने के लिए दोनों ओर निचले सड़क पुलों का निर्माण करके वर्ष 2015 में सीकर-लोहारू खंड पर कि.मी. 321/3-4 पर समपार संख्या 285 को आमान परिवर्तन के दौरान बंद कर दिया गया था। (लोहारू की ओर निचला सड़क पुल संख्या 176ए और सीकर की ओर निचला सड़क पुल संख्या 176बी)

ऊपरी/निचले सड़क पुल के निर्माण कार्यों का पूरा होना और उन्हें कमीशन करना, समपार को समाप्त करने के लिए सहमति देने में राज्य सरकारों का सहयोग, पहुंच मार्ग का संरेखण निर्धारित करने, सामान्य आरेखण व्यवस्था (जीएडी) के अनुमोदन, भूमि अधिग्रहण, अतिक्रमण हटाने, अतिलंघनकारी जनोपयोगी सेवाओं के स्थानांतरण, विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां, परियोजना/कार्य स्थलों के क्षेत्र में कानून और व्यवस्था की स्थिति, जलवायु संबंधी परिस्थितियों आदि के कारण परियोजना विशिष्ट/क्षेत्र के लिए एक वर्ष में कार्य सत्र की अवधि आदि जैसे विभिन्न कारकों पर निर्भर करता है। ये सभी कारक परियोजनाओं/निर्माण कार्यों के पूरा होने के समय को प्रभावित करते हैं।

छत्तीसगढ़ के सरगुजा में रेलमार्गों में कवच का विस्तार

683. श्री चिन्तामणि महाराज:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार रेलवे में कवच प्रणाली के विस्तार का कार्यान्वयन कर रही है और भविष्य में छत्तीसगढ़ के सरगुजा में रेलमार्गों को इस प्रणाली के अंतर्गत शामिल करने का कोई प्रस्ताव है और यदि हां, तो तत्संबंधी चरण-वार ब्यौरा क्या है;

(ख) क्या सरकार द्वारा सरगुजा, छत्तीसगढ़ के रेलमार्गों पर कवच सहित आधुनिक सुरक्षा प्रणाली के विस्तार के लिए प्रभावी कदम उठाए गए हैं ताकि यात्रियों की सुरक्षा और सुरक्षित रेल परिचालन को सुदृढ़ किया जा सके और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) क्या सरकार ने उक्त राज्यों में रेल नेटवर्क के आधुनिकीकरण और यात्री सुविधाओं के सुदृढ़ीकरण के लिए कोई विशेष कार्ययोजना तैयार की 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): भारतीय रेल में संरक्षा को सर्वोच्च प्राथमिकता दी जाती है। पिछले कुछ वर्षों में किए गए विभिन्न संरक्षा उपायों के परिणामस्वरूप दुर्घटनाओं की संख्या में भारी गिरावट आई है।

परिणामी रेलगाड़ी दुर्घटनाओं की संख्या कम हो गई है जैसा कि नीचे तालिका में दर्शाया गया है:

वर्ष	परिणामी दुर्घटनाएं
2014-15	135

2025-26	16 (88% की कमी)
2026-27 (जून 2026 तक)	2

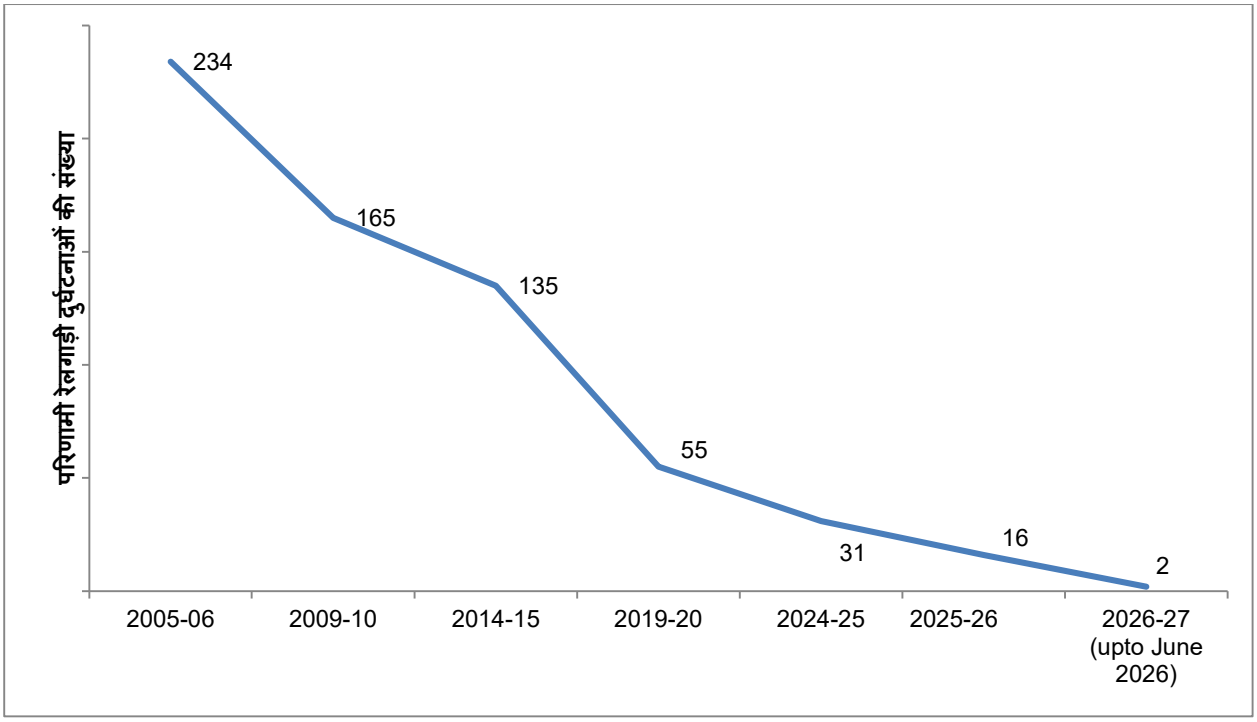
रेलगाड़ी परिचालन में संरक्षा में सुधार दर्शाने वाला एक अन्य महत्वपूर्ण सूचकांक परिणामी दुर्घटना सूचकांक है, जिसका ब्यौरा निम्नानुसार है:-

परिणामी दुर्घटना सूचकांक:-

वर्ष	दुर्घटना सूचकांक
2014-15	0.11
2025-26	0.01 (91% की कमी)

यह सूचकांक सभी रेलगाड़ियों के कुल चालन किलोमीटर के अनुपात के रूप में परिणामी दुर्घटनाओं की संख्या को मापता है।

$$\text{दुर्घटना सूचकांक} = \frac{\text{परिणामी दुर्घटनाओं की संख्या}}{\text{रेलगाड़ियों की संख्या x मिलियन किलोमीटर चालन}}$$



रेलगाड़ी परिचालन में संरक्षा संवर्धन के लिए विभिन्न संरक्षा उपाय निम्नानुसार किए गए हैं:-

1. भारतीय रेल में पिछले कुछ वर्षों में संरक्षा संबंधी गतिविधियों पर व्यय को बढ़ाया गया है, जो निम्नानुसार है:-

वर्ष	संरक्षा संबंधी गतिविधियों पर व्यय/बजट (करोड़ रु. में)
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. मानवीय चूक के कारण होने वाली दुर्घटनाओं को कम करने के लिए, 30.06.2026 की स्थिति के अनुसार 6,671 रेलवे स्टेशनों पर कांटों एवं सिगनलों के केंद्रीकृत परिचालन के साथ विद्युत/इलेक्ट्रॉनिक अंतर्पाशन प्रणाली की व्यवस्था की गई है।

3. समपार रेलफाटकों पर संरक्षा का संवर्धन करने के लिए, 30.06.2026 की स्थिति के अनुसार 10,395 समपार रेलफाटकों पर अंतर्पाशन की व्यवस्था की गई है।

4. संरक्षा का संवर्धन करने के लिए 30.06.2026 की स्थिति के अनुसार 6,671 रेलवे स्टेशनों पर विद्युत साधनों द्वारा रेलपथ अधिभोग के सत्यापन द्वारा रेलवे स्टेशनों के पूर्ण रेलपथ परिपथन की व्यवस्था की गई है।

5. सिगनल प्रणाली की संरक्षा से संबंधित मुद्दों जैसे अनिवार्य समरूपता जांच, परिवर्तन कार्य प्रोटोकॉल, समापन आरेखण तैयार करने आदि के संबंध में विस्तृत अनुदेश जारी किए गए हैं।

6. प्रोटोकॉल के अनुसार सिगनल एवं दूरसंचार उपस्करों के लिए डिस्कनेक्शन और रिकनेक्शन प्रणाली पर पुनः बल दिया गया है।

7. लोको पायलटों की सतर्कता में सुधार लाने के लिए सभी रेलइंजनों में सतर्कता नियंत्रण उपकरण (वीसीडी) लगाए गए हैं।

8. मास्ट पर रेट्रो-रिफ्लेक्टिव सिग्मा बोर्ड उपलब्ध कराए जाते हैं, जो विद्युतीकृत क्षेत्रों में सिगनलों से दो शिरोपरि उपस्कर मास्ट से पहले मौजूद होता है ताकि कोहरे के मौसम के कारण दृश्यता कम होने पर चालक दल को आगे मौजूद सिगनल के बारे में सचेत किया जा सके।

9. कोहरे से प्रभावित क्षेत्रों में लोको पायलटों के लिए जीपीएस आधारित फॉग सेफ्टी डिवाइस (एफएसडी) उपलब्ध कराया जाता है जो लोको पायलटों को अगले थलचिह्नों यथा सिगनल, समपार रेलफाटकों आदि की दूरी जानने में समर्थ बनाते हैं।

10. प्राथमिक रेलपथ नवीकरण करते समय आधुनिक रेलपथ संरचना इस्तेमाल की जा रही है जिसमें 60 किलोग्राम, 90 चरम तन्य सामर्थ्य पटरियां, लचीले जुड़नारों के साथ प्रीस्ट्रेस्ड कंक्रीट स्लीपर (पीएससी) सामान्य/चौड़ा आधार स्लीपर, पीएससी स्लीपरों पर पंखानुमा विन्यास के टर्नआउट, गर्डर पुलों पर स्टील चैनल/एच-बीम स्लीपर शामिल हैं।

11. मानवीय त्रुटियों का न्यूनीकरण करने के लिए पीक्यूआरएस, टीआरटी, टी-28 आदि जैसी रेलपथ मशीनों के उपयोग द्वारा रेलपथ बिछाने की गतिविधियों का यांत्रिकीकरण।

12. रेलपथ नवीकरण की प्रगति बढ़ाने और जोड़ों के वेल्डन से बचने के लिए 130 मीटर/260 मीटर लंबे पटरी पैनलों की आपूर्ति को अधिकतम करना, जिसके द्वारा संरक्षा में सुधार होता है।

13. दोष का पता लगाने और दोषपूर्ण पटरियों को समय पर हटाने के लिए पटरियों का पराश्रव्य दोष संसूचन परीक्षण (यूएसएफडी)।

14. अधिक लंबी पटरियां बिछाना, एल्यूमिनो थर्मिक वेल्डन के उपयोग को कम करना और पटरियों के लिए बेहतर वेल्डन तकनीक अर्थात फ्लैश बट वेल्डन को अपनाना।

15. ओएमएस (दोलन निगरानी प्रणाली) और टीआरसी (रेलपथ अभिलेखी यानों) द्वारा रेलपथ ज्यामिति की निगरानी।

16. वेल्डन/पटरियों की दरारों का पता लगाने के लिए रेल पटरियों पर गश्त लगाना।

17. टर्नआउट नवीकरण कार्यों में थिक वेब स्विच और वेल्डन योग्य सीएमएस पारणों का उपयोग।

18. संरक्षा पद्धतियों के अनुपालन हेतु कर्मचारियों की निगरानी और जागरूक करने के लिए नियमित अंतराल पर निरीक्षण किए जाते हैं।

19. रेलपथ परिसंपत्तियों की वेब आधारित ऑनलाइन निगरानी प्रणाली अर्थात युक्तिसंगत अनुरक्षण आवश्यकता का निर्णय लेने और साधन-सामग्री को इष्टतम बनाने के लिए रेलपथ डेटाबेस और निर्णय सहायता प्रणाली को अपनाया गया है।

20. रेलपथ की संरक्षा संबंधी मुद्दों अर्थात् एकीकृत ब्लॉक, गलियारा ब्लॉक, कार्यस्थल संरक्षा, मानसून पूर्वोपाय आदि के संबंध में विस्तृत अनुदेश जारी किए गए हैं।

21. रेलगाड़ियों का संरक्षित परिचालन सुनिश्चित करने के लिए रेल परिसंपत्तियों (सवारी डिब्बों एवं माल डिब्बों) का निवारक अनुरक्षण किया जाता है।

22. पारंपरिक सडिका डिजाइन के रेल डिब्बों को एलएचबी डिजाइन के रेल डिब्बों से बदला जा रहा है।

23. जनवरी 2019 तक बड़ी लाइन मार्ग पर बिना चौकीदार वाले सभी समपारों को समाप्त कर दिया गया है।

24. पुलों का नियमित निरीक्षण करके रेल पुलों की संरक्षा सुनिश्चित की जाती है। इन निरीक्षणों के दौरान आंकी गई दशाओं के आधार पर पुलों की मरम्मत/पुनर्स्थापन कार्य किया जाता है।

25. भारतीय रेल ने सभी सवारी डिब्बों में यात्रियों की व्यापक सूचना के लिए सांविधिक "अग्नि सूचनाएं" प्रदर्शित की गई हैं। प्रत्येक सवारी डिब्बे में आग संबंधी पोस्टर लगाए गए हैं ताकि यात्रियों को आग लगने की रोकथाम करने के लिए 'क्या करें' और 'क्या न करें' के बारे में शिक्षित और सचेत किया जा सके। इसमें सवारी डिब्बों के भीतर ज्वलनशील वस्तुएँ, विस्फोटकों को नहीं ले जाने, धूम्रपान नहीं करने, जुर्माना आदि से संबंधित संदेश शामिल हैं।

26. उत्पादन इकाइयां नवनिर्मित पावर कारों और रसोई यानों में आग संसूचन एवं शमन प्रणाली तथा नवनिर्मित सवारी डिब्बों में आग एवं धूम्र संसूचन प्रणाली उपलब्ध करा रही हैं। क्षेत्रीय रेलों द्वारा मौजूदा सवारी डिब्बों में चरणबद्ध विधि से उत्तरोत्तर फिटमेंट किया रहा है।

27. कर्मचारियों को नियमित परामर्श और प्रशिक्षण दिया जा रहा है।

28. दिनांक 30.11.2023 की राजपत्र अधिसूचना के तहत भारतीय रेल (चालित लाइन)

साधारण नियम में चलायमान ब्लॉक प्रत्यय की शुरूआत की गई थी, जिसमें चलायमान आधार पर अग्रिम में 52 सप्ताह तक परिसंपत्तियों के एकीकृत अनुरक्षण/मरम्मत/ प्रतिस्थापन के कार्य की योजना बनाई जाती है और योजना के अनुसार निष्पादित किया जाता है।

रेलवे द्वारा किए गए बेहतर अनुरक्षण पद्धतियों, प्रौद्योगिकीय सुधारों, बेहतर अवसंरचना और चल स्टॉक आदि के संबंध में संरक्षा संबंधी कार्यों का ब्यौरा निम्नानुसार सारणीबद्ध है:

क्र.सं.	**मद**	**2004-05 से 2013-14**	**2014-15 से 2025-26**	**2004-14 की तुलना में 2014-26**
प्रौद्योगिकीय सुधार				
1.	**उच्च-गुणवत्ता वाली पटरियों का उपयोग (60 किलोग्राम) (किलोमीटर)**	**57,450 किलोमीटर**	**1.63 लाख किलोमीटर**	**2.8 गुना से अधिक**
2.	**अधिक लंबी रेल पटरियां (260 मीटर) (किलोमीटर) इलेक्ट्रोनिक अंतर्पाशन (रेलवे स्टेशन)**	**9,917 किलोमीटर**	**87,219 किलोमीटर**	**लगभग 9 गुना**
3.	**इलेक्ट्रॉनिक अंतर्पाशन (स्टेशन)**	**837 स्टेशन**	**3,691 स्टेशन**	**4 गुना से अधिक**

4.	**कोहरा पास संरक्षा उपकरण (अदद)**	**31.03.14 तक 90 अदद**	**31.03.26 तक 31,693**	**352 गुना**
5.	**थिक वेब स्विच (अदद)**	**शून्य**	**35,971 अदद**	
बेहतर अनुरक्षण पद्धतियां				
1.	**प्राथमिक रेल नवीकरण (रेलपथ किलोमीटर)**	**32,260 किलोमीटर**	**57,583 किलोमीटर**	**1.78 गुना**
2.	**यूएसएफडी (पराश्रव्य दोष संसूचन) वेल्डन परीक्षण (अदद)**	**79.43 लाख**	**2.25 करोड़**	**2.8 गुना से अधिक**
3.	**वेल्डन की खराबियां (अदद)**	**2013-14 में: 3699 अदद**	**2025-26 में: 272 अदद**	**93% की कमी**
4.	**पटरियों में दरारें (अदद)**	**2013-14 में: 2548 अदद**	**2025-26 में: 208 अदद**	**92% की कमी**
बेहतर अवसंचना और चल स्टॉक				
1.	**जोड़े गए नए रेलपथ किलोमीटर (रेलपथ किलोमीटर)**	**14,985 किलोमीटर**	**36,429 किलोमीटर**	**लगभग 2.5 गुना**
2.	**फ्लाईओवर (आरओबी)/ अंडरपास (आरयूबी) (अदद)**	**4,148 अदद**	**14,362 अदद**	**3 गुना से अधिक**
3.	**बड़ी लाइन पर बिना चौकीदार वाले समपार**	**31.03.14 तक: 8948**	**31.03.26 तक: शून्य (31.01.19 तक सभी**	**समाप्त कर दिए गए**

	(अदद)		**समाप्त कर दिए गए)**	
4.	**एलएचबी सवारी डिब्बों का विनिर्माण (अदद)**	**2,337 अदद**	**49,366**	**21 गुना से अधिक**

कवच का कार्यान्वयन

1. कवच स्वदेश विकसित स्वचालित रेलगाड़ी संरक्षा प्रणाली (एटीपी) है। कवच अत्यधिक प्रौद्योगिकी प्रधान प्रणाली है, जिसके लिए सर्वोच्च स्तर के संरक्षा प्रमाणन (एसआईएल-4) की आवश्यकता होती है।
2. यदि लोको पायलट ब्रेक लगाने में विफल रहता है तो कवच स्वचालित ब्रेक लगाकर लोको पायलट को निर्दिष्ट गति सीमा के भीतर रेलगाड़ी चलाने में सहायता करता है और यह खराब मौसम के दौरान रेलगाड़ी को संरक्षित ढंग से चलाने में भी सहायता करता है।
3. यात्री गाड़ियों पर पहला फील्ड परीक्षण फरवरी 2016 में शुरू किया गया था। इस प्रकार प्राप्त अनुभव और निष्पक्ष संरक्षा मूल्यांकनकर्ता (आईएसए) द्वारा प्रणाली के निष्पक्ष संरक्षा मूल्यांकन के आधार पर, कवच संस्करण 3.2 की आपूर्ति के लिए 2018-19 में तीन फर्मों को अनुमोदित किया गया था।
4. कवच को जुलाई, 2020 में राष्ट्रीय एटीपी प्रणाली के रूप में अपनाया गया।
5. कवच प्रणाली के कार्यान्वयन में निम्नलिखित कार्यकलाप शामिल हैं:

    क. प्रत्येक स्टेशन, ब्लॉक खण्ड पर स्टेशन कवच का संस्थापन।

    ख. पूरे रेलपथ की लंबाई में आरएफआईडी टैग का संस्थापन।

    ग. समग्र खंड में दूरसंचार टावरों का संस्थापन।

    घ. रेलपथ के साथ-साथ ऑप्टिकल फाइबर केबल बिछाना।

    ङ. भारतीय रेल पर चल रहे प्रत्येक रेल इंजन पर लोको कवच का प्रावधान।

6. दक्षिण मध्य रेल के 1465 मार्ग किलोमीटर पर कवच संस्करण 3.2 के संस्थापन और प्राप्त अनुभव के आधार पर आगे और सुधार किए गए। अंततः आरडीएसओ द्वारा दिनांक 16.07.2024 को कवच विशिष्टि संस्करण 4.0 को अनुमोदित किया गया।

7. कवच 4.0 संस्करण में विविध रेल नेटवर्क के लिए आवश्यक सभी प्रमुख विशेषताएं शामिल हैं। यह भारतीय रेल की संरक्षा में एक महत्वपूर्ण उपलब्धि है। अल्प अवधि के भीतर, भारतीय रेल ने स्वचालित रेलगाड़ी संरक्षण प्रणाली विकसित की है, का परीक्षण किया गया और उसे संस्थापित करना शुरू कर दिया है।

8. कवच संस्करण 4.0 में किए गए प्रमुख सुधारों में अवस्थिति सटीकता में वृद्धि, बड़े यार्डों में सिगनल संबंधी पहलुओं की बेहतर जानकारी, ओएफसी पर स्टेशन-से-स्टेशन कवच इंटरफ़ेस और मौजूदा इलेक्ट्रॉनिक इंटरलॉकिंग प्रणाली से सीधा इंटरफ़ेस शामिल है। इन सुधारों के साथ, कवच संस्करण 4.0 को भारतीय रेल में बड़े पैमाने पर लागू करने की योजना है।

9. 13.07.2026 की स्थिति के अनुसार, व्यापक और विस्तृत परीक्षणों के उपरांत, कवच संस्करण 4.0 को 2490 मार्ग किलोमीटर पर सफलतापूर्वक चालू किया गया है, जिसमें शामिल उच्च घनत्व वाले दिल्ली-मुंबई और दिल्ली-हावड़ा मार्ग निम्नानुसार हैः

क्र.सं.	रेल खंड	प्रगति (मार्ग कि.मी.)
(1)	दिल्ली-मुंबई मार्ग: 1344 मार्ग किलोमीटर	
i	तिलक ब्रिज - जंक्शन केबिन - पलवल – मथुरा – नागदा – वडोदरा - विरार खंड (मंगल महुडी – पंच पिपलिया के अलावा)	1248
ii	वडोदरा - अहमदाबाद खंड	96
(2)	दिल्ली-हावड़ा मार्ग: 1146 मार्ग किलोमीटर	

i.	चिपियाना – टूण्डला – कानपुर – सुबेदारगंज खंड	563
ii.	कानपुर – लखनऊ खंड	71
iii.	पंडित दीन दयाल उपाध्याय (एफओसी) – भभुआ रोड खंड	50
iv.	सासाराम – फेसर खंड	43
v.	गया – सरमाटांड़ - निमियाघाट खंड	159
vi.	छोटा अमबाना - बर्द्धमान - हावड़ा खंड	260

10. इसके अलावा, ट्रेक साइड कवच कार्यान्वयन कार्य को भारतीय रेल के सभी जीक्यू, जीडी, एचडीएन और चिह्नित रेलखंडों को कवर करते हुए 21,937 मार्ग किलोमीटर पर शुरू किया जा रहा है जिसमें छत्तीसगढ़ राज्य का अनूपपुर- बोरीडान्ड- अम्बिकापुर खंड शामिल है। अम्बिकापुर स्टेशन सरगुजा जिले को भी सेवित करता है।

11. भारतीय रेलखंडों पर कवच के प्रमुख मदों की कुल प्रगति निम्नानुसार है:

क्र.सं.	मदें	प्रगति
I	ऑप्टिकल फाइबर केबल बिछाना	11,253 कि.मी.
Ii	दूरसंचार टावरों का संस्थापन	1,668 अदद
Iii	स्टेशन डेटा सेंटर	958 स्टेशन
iv	ट्रैक साइड उपकरणों का संस्थापन	7,721 मार्ग कि.मी.
v	रेल इंजनों में कवच का प्रावधान	6,045 अदद

12. इसके अलावा, 7,435 रेल इंजनों और 1200 ईएमयू/एमईएमयू में कवच लगाने का कार्य शुरू

किया गया है।

13. सभी संबंधित अधिकारियों को प्रशिक्षण देने के लिए भारतीय रेल के केंद्रीकृत प्रशिक्षण संस्थानों में कवच पर विशेष प्रशिक्षण कार्यक्रम आयोजित किए जा रहे हैं। अब तक 94,000 से अधिक तकनीशियनों, ऑपरेटरों और इंजीनियरों को कवच प्रौद्योगिकी के विषय पर प्रशिक्षित किया जा चुका है। इसमें लगभग 57,000 लोको पायलट एवं सहायक लोको पायलट सम्मिलित हैं। यह पाठ्यक्रम इरिसेट के सहयोग से तैयार किया गया है।

14. जून 2026 तक कवच संबंधी कार्यों पर 3874.9 करोड़ रुपये की निधि का उपयोग किया गया है। वर्ष 2026-27 के दौरान 2066.24 करोड़ रुपये की निधि आबंटित की गई है। कार्यों की प्रगति के अनुसार आवश्यक फंड उपलब्ध कराए जाते हैं।

<u>छत्तीसगढ़</u>

रेल बजट:

हाल के वर्षों में बजट आवंटन में उल्लेखनीय वृद्धि हुई है। छत्तीसगढ़ राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आबंटन निम्नानुसार है:

अवधि	परिव्यय
2009-2014	₹311 करोड़ प्रति वर्ष
2026-2027	₹7470 करोड़ (लगभग 24 गुना)

रेलपथ निर्माण:

छत्तीसगढ़ राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथों की कमीशनिंग/बिछाने का ब्यौरा निम्नानुसार है:

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथ की औसत कमीशनिंग
2009-14	32 कि.मी.	6.4 कि.मी. प्रति वर्ष

2014-26	1311 कि.मी.	109.29 कि.मी. प्रति वर्ष (17 गुना)

स्वीकृत परियोजनाएं:

दिनांक 01.04.2026 की स्थिति के अनुसार, छत्तीसगढ़ राज्य में पूर्णतः/अंशतः पड़ने वाली 48,202 करोड़ रुपए लागत की 2,398 कि.मी. कुल लंबाई वाली 36 परियोजनाएं (8 नई लाइन और 28 दोहरीकरण) स्वीकृत की गई हैं। सार निम्नानुसार है:-

कोटि	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	मार्च, 2026 तक कमीशन की गई लंबाई (कि.मी. में)	मार्च, 2026 तक किया गया कुल व्यय (करोड़ रुपए में)
नई लाइन	8	887	262	7,535
दोहरीकरण	28	1,512	889	1,298
कुल	36	2,398	1,151	18,833

हाल ही में पूरी की गई परियोजनाएं:

छत्तीसगढ़ राज्य में पूर्णतः/अंशतः पड़ने वाली हाल ही में पूरी की गई कुछ परियोजनाओं का ब्यौरा निम्नानुसार है:

क्र.सं.	परियोजना का नाम	लागत (करोड़)
1	खरसिया- कारीछापर नई लाइन (43 कि.मी.)	851
2	बिलासपुर-उरकुरा तीसरी लाइन (110 कि.मी.)	365
3	सलका रोड-खोंगसरा दोहरीकरण (26 कि.मी.)	181
4	दुर्ग-राजनांदगांव दोहरीकरण (31 कि.मी.)	250
5	बिलासपुर में फ्लाईओवर सहित खोदरी-अनूपपुर दोहरीकरण	792

	(72 कि.मी.)	
6	चंपा-झारसुगुड़ा तीसरी लाइन (152 कि.मी.)	1,227
7	पेंड्रा रोड-अनूपपुर तीसरी लाइन (50 कि.मी.)	394
8	रायपुर - टिटिलागढ़ दोहरीकरण (203 कि.मी.)	1,171
9	दल्लीराझरा - रावघाट (95 कि.मी.)	1,628

चालू परियोजनाएं:

छत्तीसगढ़ राज्य में पूर्णतः/अंशतः पड़ने वाली कुछ परियोजनाएँ, जो शुरू की गई हैं, वे इस प्रकार हैं:

क्र.सं.	परियोजना का नाम	लागत (करोड़)
1	खरसिया- धरमजयगढ़ नई लाइन (100 कि.मी.)	3,407
2	गेवरा रोड-पेंड्रा रोड नई लाइन (135 किलोमीटर)	3,724
3	धरमजयगढ़-कोरबा नई लाइन (63 किलोमीटर)	1,686
4	चिरमिरी-नागपुर हॉल्ट नई लाइन (17 किलोमीटर)	670
5	सरडेगा-भालुमुंडा नई लाइन (37 किलोमीटर)	1,282
6	खरसिया-परमालकसा 5वीं और छठी लाइन (278 किलोमीटर)	7,854
7	रावघाट – जगदलपुर नई लाइन (140 किलोमीटर)	3,513
8	किरंदुल-जगदलपुर दोहरीकरण (150 किलोमीटर)	1,780
9	जगदलपुर-कोरापुट दोहरीकरण (107 किलोमीटर)	1,547
10	झारसुगुड़ा-बिलासपुर -चौथी लाइन (206 किलोमीटर)	2,596
11	गेवरा रोड-पेंड्रा रोड दोहरीकरण (135 किलोमीटर)	3,475
12	राजनांदगांव-नागपुर तीसरी लाइन (228 किलोमीटर)	3,545

13	रायपुर-धमतरी और अभनपुर-राजिम आमान परिवर्तन (67.20 किलोमीटर)	3,250
14	दुर्ग- राजनांदगांव के बीच चौथी लाइन (31 किलोमीटर)	464
15	गोंदिया-डोंगरगढ़ चौथी लाइन (84 किलोमीटर)	2,223
16	बैकुंठ-उरकुरा चौथी लाइन (26 किलोमीटर)	426
17	चंपा-कोरबा तीसरी लाइन (42 किलोमीटर)	755

सरगुजा जिले के लिए रेल संपर्क:

वर्तमान में सरगुजा जिला, अम्बिकापुर रेलवे स्टेशन द्वारा सेवित है जो अनूपपुर-अम्बिकापुर लाइन पर एक टर्मिनल स्टेशन है। अम्बिकापुर रेल कनेक्टिविटी में सुधार लाने के लिए, बोरीडान्ड - सूरजपुर रोड (80 कि.मी.) के दोहरीकरण का कार्य स्वीकृत किया गया है और कार्य शुरू कर दिया गया है।

सरगुजा जिले में रेल कनेक्टिविटी को और बेहतर बनाने के लिए, निम्नलिखित अंतिम स्थान निर्धारण सर्वेक्षण (एफएलएस) अनुमोदित किए गए हैं:

क्र.सं.	अंतिम स्थान निर्धारण सर्वेक्षण	स्थिति
1	अम्बिकापुर - रामानुजगंज - गढ़वा रोड और रामानुजगंज-बरवाडीह नई लाइन (262 किलोमीटर)	फिल्ड सर्वेक्षण कार्य पूरा हो चुका है और विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार कर ली गई है।
2	सरडेगा - पत्थलगांव - अम्बिकापुर नई लाइन (218 किलोमीटर)	क्षेत्र सर्वेक्षण कार्य पूरा हो गया है और विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार कर ली गई है।

3	अम्बिकापुर- सूरजपुर दोहरीकरण (38 किलोमीटर)	सर्वेक्षण स्वीकृत कर दिया गया है।

विस्तृत परियोजना रिपोर्ट तैयार करने के बाद, परियोजना की स्वीकृति के लिए राज्य सरकारों सहित विभिन्न हित-धारकों के साथ परामर्श और आवश्यक अनुमोदन जैसे नीति आयोग, वित्त मंत्रालय आदि के मूल्यांकन की आवश्यकता होती है। चूंकि परियोजनाओं की स्वीकृति एक सतत और गतिशील प्रक्रिया है, इसलिए सटीक समय-सीमा निर्धारित नहीं की जा सकती है।

<u>अमृत भारत स्टेशन:</u>

रेल मंत्रालय ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास के लिए अमृत भारत स्टेशन योजना शुरू की है।

इस योजना में भारतीय रेल के स्टेशनों में सुधार लाने के लिए मास्टर योजना तैयार करना और उनका चरणबद्ध कार्यान्वयन शामिल है। इस मास्टर योजना में प्रत्येक स्टेशन पर आवश्यकताओं को ध्यान में रखते हुए 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/सबवे का प्रावधान
- लिफ्ट/स्वचालित सीढ़ियों/रैंप का प्रावधान
- प्लेटफॉर्म की सतह में सुधार/प्लेटफॉर्म शेल्टर का प्रावधान

- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान,
- पार्किंग विकास
- दिव्यांगजनों के लिए सुविधाएं,
- बेहतर यात्री सूचना प्रणाली,
- एयर कॉन्कोर्स, एग्जीक्यूटिव लाउंज, मल्टीमॉडल एकीकरण, लैंडस्केपिंग आदि का प्रावधान शामिल हैं।

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

अमृत भारत स्टेशन योजना के तहत अब तक 1340 स्टेशनों को विकास के लिए चिह्नित किया गया है जिसमें से 32 स्टेशन छत्तीसगढ़ में स्थित हैं। छत्तीसगढ़ में अमृत भारत स्टेशन योजना के तहत विकास के लिए चिह्नित स्टेशनों के नाम निम्नानुसार हैं:

राज्य	स्टेशनों की सं.	स्टेशनों के नाम
छत्तीसगढ़	32	अकलतरा, अंबिकापुर, बैकुंठपुर रोड, बालोद, बाराद्वार, बेल्हा, भानुप्रतापपुर, भाटापारा, भिलाई, भिलाई नगर, भिलाई पावर हाउस, बिलासपुर, चांपा, दल्लीराझरा, डोंगरगढ़, दुर्ग, हथबंध, जगदलपुर, जांजगीर नैला, कोरबा, महासमुंद, मंदिर हसौद, मारौदा, निपानिया, पेंड्रा रोड, रायगढ़, रायपुर जंक्शन, राज नंदगांव, सारोना, तिल्दा-नेओरा, उरकुरा, उसलापुर

<u>स्टेशन जहां कार्य पूरा किया जा चुका है:</u>

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

राज्य	स्टेशनों की सं.	स्टेशनों के नाम
छत्तीसगढ़	10	अंबिकापुर, बालोद, भानुप्रतापपुर, भिलाई, चाँपा, दल्लीराझरा डोंगरगढ़, राजनांदगांव, सरोना, उरकुरा

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

बिलासपुर स्टेशन: नई पूर्वोत्तर दिशा की स्टेशन इमारत और नई दक्षिण-पश्चिम दिशा की स्टेशन इमारत का नींव संबंधी निर्माण-कार्य पूरा हो चुका है। नई पूर्वोत्तर दिशा की स्टेशन इमारत, नई दक्षिण-पश्चिम दिशा की स्टेशन इमारत, आवासीय क्वार्टर, सबस्टेशन इमारत और सेवा इमारतों की अधिसंरचना का कार्य शुरू कर दिया गया है।

अकलतारा स्टेशन: स्टेशन भवन का सुधार कार्य, परिचलन क्षेत्र, पार्किंग, प्रतीक्षालय, बुकिंग काउंटर, प्लेटफॉर्म शेल्टर, नए शौचालय, लैंडस्केपिंग का सुधार, सीसीटीवी और साइनेज के संस्थापन का कार्य पूरा हो गया है। 12 मीटर चौड़े पैदल पार पुल का कार्य शुरू कर दिया गया है।

कोरबा स्टेशन: स्टेशन भवन, प्रतीक्षालय, बुकिंग काउंटर का सुधार कार्य, परिचलन क्षेत्र, पार्किंग, प्लेटफॉर्म शेल्टर, लैंडस्केपिंग का सुधार, सीसीटीवी और साइनेज के संस्थापन का कार्य पूरा हो गया है। 12 मीटर चौड़े पैदल पार पुल का कार्य शुरू कर दिया गया है।

जगदलपुर स्टेशन: नए स्टेशन भवन, 12 मीटर चौड़े पैदल पार पुल का निर्माण-कार्य, प्लेटफॉर्म की सतह के सुधार, परिचलन क्षेत्र, शौचालय, प्लेटफॉर्म शेल्टर और प्रतीक्षालय में सुधार का कार्य पूरा हो गया है। लिफ्ट, साइनेज का निर्माण-कार्य और सवारी डिब्बा संकेतक बोर्ड की संस्थापना का

कार्य शुरू कर दिया गया है।

महासुमंद स्टेशन: नए स्टेशन भवन का संरचनात्मक कार्य, प्लेटफॉर्म की सतह में सुधार और प्लेटफॉर्म शेल्टर का कार्य पूरा हो चुका है। नए स्टेशन भवन का फिनिशिंग कार्य, परिचलन क्षेत्र में सुधार और 12 मीटर चौड़े पैदल पार पुल का कार्य शुरू कर दिया गया है।

इसके अलावा, भारतीय रेल में स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण एक सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में निर्माण कार्य परस्पर प्राथमिकता और निधियों की उपलब्धता के अध्यधीन आवश्यकतानुसार शुरू किए जाते हैं। स्टेशन का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण स्टेशन की कोटि/अवस्था/संभाले जाने वाले यातायात आदि के आधार पर किया जाता है।

रेलवे स्टेशनों का विकास/उन्नयन जटिल स्वरूप का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा अंतर्ग्रस्त होती है और इसके लिए पेड़ों की कटाई, धरोहर, दमकल विभाग की स्वीकृति, विमानपत्तन संबंधी स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। ये स्टेशन काफी समय से परिचालित हैं, इसलिए जनोपयोगी सेवाओं (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं) अतिलंघनों को स्थानांतरित करने, यात्री संचलन को बाधित किए बिना रेलगाड़ियों के परिचालन, रेलपथ एवं उच्च वोल्टेज बिजली लाइनों के नजदीक किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउनफील्ड कार्य संबंधी चुनौतियां सामने आ रही हैं और ये कारक कार्य की प्रगति और कार्य के समापन समय को प्रभावित करते हैं।

सामान्यतः अमृत भारत स्टेशन योजना सहित अन्य योजनाओं के अंतर्गत रेलवे स्टेशनों के विकास/उन्नयन/आधुनिकीकरण का वित्तपोषण योजना शीर्ष-53 'ग्राहक सुविधाएँ' के अंतर्गत किया जाता है। योजना शीर्ष-53 के अंतर्गत आबंटन और व्यय का ब्यौरा क्षेत्रीय रेल-वार रखा जाता है, न कि रेलवे स्टेशन-वार या राज्य-वार। छत्तीसगढ़ राज्य दो क्षेत्रीय रेलों अर्थात् दक्षिण पूर्व मध्य रेलवे और पूर्व तट रेलवे के क्षेत्राधिकार में आता है। इन क्षेत्रीय रेलों के लिए वित्तीय वर्ष 2026-27 के

लिए 1,132 करोड़ रुपए का आबंटन किया गया है, जिसमें से अब तक (जून, 2026 तक) 486 करोड़ रुपए का व्यय उपगत किया गया है।

गुजरात में रेलवे पुलों का आधुनिकीकरण

684. श्री मनसुखभाई धनजीभाई वसावा:

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

(क) क्या सरकार ने देश में रेलवे पुलों के आधुनिकीकरण के लिए कोई नई योजना शुरू की है;

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

(ग) गुजरात में उक्त योजना के लिए कितनी धनराशि आवंटित की गई है?

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

(क) से (ग): भारतीय रेल द्वारा देश भर में पुलों की संरक्षा को उच्च प्राथमिकता दी जाती है। भारतीय रेल पर रेल पुलों के निरीक्षण की एक स्थापित प्रणाली है। सभी रेल पुलों का वर्ष में दो बार निरीक्षण किया जाता है, एक मानसून के आगमन से पूर्व तथा एक विस्तृत निरीक्षण मानसून के पश्चात। पुल की भौतिक स्थिति का पता लगाने हेतु सभी पुलों का वार्षिक निरीक्षण किया जाता है तथा जहां-कहीं भी आवश्यक हो, मरम्मत/पुनर्स्थापन/पुनः गर्डरीकरण/पुनर्निर्माण जैसे उपाय किए जाते हैं। इसके अतिरिक्त, कुछ रेल पुलों का उनकी स्थिति के अनुसार लगातार निरीक्षण भी किया जाता है। महत्वपूर्ण एवं प्रमुख पुलों का व्यापक तकनीकी निरीक्षण इस प्रकार से किया जाता है कि ऐसे 20% पुलों का निरीक्षण प्रतिवर्ष हो सके।

रेल पुलों की मरम्मत/सुदृढ़ीकरण/पुनर्स्थापन/पुनर्निर्माण एक सतत प्रक्रिया है और ऐसा तब किया जाता है जब इन निरीक्षणों के दौरान यथा अभिनिश्चित पुलों की भौतिक स्थिति को देखते हुए ऐसा करना आवश्यक हो। वर्ष 2014-2026 (जून, 2026 तक) के दौरान, भारतीय रेल में 18835 रेल

पुलों की मरम्मत/पुनर्स्थापन/सुदृढ़ीकरण/पुनर्निर्माण किया गया।

भारतीय रेल ने पुल प्रबंधन प्रणाली विकसित की है, जो भारतीय रेल के संपूर्ण पुल इन्वेंटरी के प्रभावी प्रबंधन हेतु विकसित एक व्यापक डिजिटल रिपॉजिटरी तथा निर्णय-सहायक साधन है। इसमें प्रत्येक पुल के अनुरक्षण इतिहास, निरीक्षण अभिलेखों आदि से संबंधित विस्तृत आंकड़े अनुरक्षित किए जाते हैं।

निरीक्षण तथा अनुरक्षण हेतु, भारतीय रेल पुल प्रबंधन प्रणाली के साथ एकीकृत स्वचालित जल स्तर निगरानी, गहन निगरानी प्रणाली, रिमोट चालित वाहन के माध्यम से पानी के नीचे निरीक्षण तथा 3डी नदी तल स्कैनिंग जैसी नई प्रौद्योगिकी का भी उपयोग कर रहा है।

रेल परियोजनाएं क्षेत्रीय रेल-वार स्वीकृत/क्रियान्वित की जाती हैं, न कि राज्य-वार, क्योंकि रेल परियोजनाएं राज्य की सीमाओं के पार हो सकती हैं। गुजरात राज्य उत्तर पश्चिम रेलवे एवं पश्चिम रेलवे के अंतर्गत आता है। वर्ष 2024-25, 2025-26 तथा 2026-27 (जून, 2026 तक) के दौरान, भारतीय रेल में मरम्मत/पुनर्स्थापन/सुदृढ़ीकरण/पुनर्निर्माण हेतु लगभग 7,216.11 करोड़ रुपए आबंटित किए गए हैं, जिसमें उत्तर पश्चिम रेलवे तथा पश्चिम रेलवे में रेल पुलों हेतु 896.21 करोड़ रुपए शामिल हैं।

UTILISATION OF BUDGET

685. SHRI KIRTI AZAD:

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

(a) the reasons for the low utilization of budget allocations during FY 2024-25, with only 6% of funds allocated to the BSNL/MTNL Revival Plan, 23% for Bharat Net and 8% for the Connectivity for Indian Railways (CIOR) scheme spent;

(b) the details of project deadlines and measurable output milestones

introduced following repeated Standing Committee observations regarding underutilization; and

(c) whether the Department has operationalised any risk-based or performance-linked budget monitoring mechanism since the said observations and if so, the details of these mechanisms?

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

(a) In FY 2024-25, the utilization of funds against Revised Estimates (RE) was 99.87% in BSNL/MTNL Revival Plan, 61.46% in Bharat Net and 72.06% in Prevention of Spoofed Incoming International Calls System (CIOR).

The reasons for 61.46% utilization of funds in FY 2024-25 in respect of Bharat Net is due to delay in finalization of bids for implementation of Amended BharatNet Program (ABP) by BSNL, which is Project Management Agency for ABP.

(b) BharatNet programme has been approved for provision for broadband connectivity in a phased manner to all Gram Panchayats (GPs) in the country. Further, the Government has approved the Amended BharatNet Programme (ABP) 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 maintenance for 10 years and provision of 1.5 crore home fibre internet

connections. During June 2026, BharatNet Point of Presence (PoPs) at 80,472 GPs are operational.

(c) The Department is utilising online digital platforms, *viz.*, Public Financial Management System (PFMS) and eLekha for monitoring expenditure and fund utilisation. The physical and financial progress in respect of Projects/Schemes is regularly monitored at highest level to ensure optimal utilization of funds.

राजस्थान के बांदीकुई जंक्शन और बस्सी रेलवे स्टेशन पर रेलगाड़ियों के ठहराव

686. श्री मुरारी लाल मीना:

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

(क) क्या सरकार का राजस्थान के दौसा लोक सभा निर्वाचन क्षेत्र के अंतर्गत बांदीकुई जंक्शन पर 15631/32 और 15633/34 बीकानेर/बाड़मेर-गुवाहाटी एक्सप्रेस, 12215/16 दिल्ली सराय रोहिल्ला-बांद्रा एक्सप्रेस, 12987/88 अजमेर-सियालदह एक्सप्रेस, 12547/48 और 22547/48 आगरा कैंट/ग्वालियर-साबरमती एक्सप्रेस, 19337/38 इंदौर-दिल्ली सराय रोहिल्ला एक्सप्रेस का ठहराव प्रदान करने तथा बस्सी रेलवे स्टेशन पर 12195/96 आगरा फोर्ट इंटरसिटी सुपरफास्ट, 14321/22 और 14311/12 आला हजरत एक्सप्रेस तथा 12413/14 पूजा सुपरफास्ट एक्सप्रेस का ठहराव प्रदान करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने पिछले तीन वर्षों के दौरान बांदीकुई जंक्शन और बस्सी रेलवे स्टेशनों पर रेलगाड़ियों के ठहराव आदि के लिए जनप्रतिनिधियों और समस्त नागरिकों से प्राप्त यात्रियों की संख्या तथा राजस्व मांग के संबंध में कोई आकलन किया है और यदि हां, तो वर्ष-वार इसके मुख्य निष्कर्ष क्या हैं; और

(ग) इन रेलगाड़ियों के ठहराव की स्वीकृति और कार्यान्वयन कब तक किए जाने की संभावना है?

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

(क) से (ग): भारतीय रेल अपने नेटवर्क पर विभिन्न स्टेशनों पर संपर्कता में सुधार करने के लिए निरंतर प्रयासरत है और इस दिशा में, भारतीय रेल ने बांदीकुई के यात्रियों को सुविधा प्रदान करने के लिए हाल ही में बांदीकुई स्टेशन पर निम्नलिखित रेलगाड़ियों को ठहराव प्रदान किया है:

क्र.सं.	रेलगाड़ी संख्या एवं नाम
1	15715/15716 किशनगंज-अजमेर गरीब नवाज़ एक्सप्रेस
2	12307/12308 हावड़ा-जोधपुर एक्सप्रेस
3	22307/22308 हावड़ा-बीकानेर एक्सप्रेस

तदनुसार, वर्तमान में बांदीकुई को 92 नियमित रेलगाड़ी सेवाओं द्वारा सेवित किया जा रहा है। इन सेवाओं की सूची नीचे दी गई है:-

क्र.सं.	रेलगाड़ी संख्या एवं नाम
1	19623 मदार-दरभंगा अमृत भारत एक्सप्रेस
2	19624 दरभंगा-मदार अमृत भारत एक्सप्रेस
3	19725 खातीपुरा-दरभंगा अमृत भारत एक्सप्रेस
4	19726 दरभंगा-खातीपुरा अमृत भारत एक्सप्रेस
5	12195 आगरा फोर्ट-अजमेर एक्सप्रेस
6	12196 अजमेर-आगरा फोर्ट एक्सप्रेस
7	12307 हावड़ा-जोधपुर एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
8	12308 जोधपुर-हावड़ा एक्सप्रेस
9	12403 प्रयागराज-लालगढ़ एक्सप्रेस
10	12404 लालगढ़-प्रयागराज एक्सप्रेस
11	12413 अजमेर-जम्मू तवी एक्सप्रेस
12	12414 जम्मू तवी-अजमेर एक्सप्रेस
13	12495 बीकानेर-कोलकाता एक्सप्रेस
14	12496 कोलकाता-बीकानेर एक्सप्रेस
15	12915 साबरमती-दिल्ली एक्सप्रेस
16	12916 दिल्ली-साबरमती एक्सप्रेस
17	14311 बरेली-भुज एक्सप्रेस
18	14312 भुज-बरेली एक्सप्रेस
19	14321 बरेली-भुज एक्सप्रेस
20	14322 भुज-बरेली एक्सप्रेस
21	14661 बाड़मेर-जम्मू तवी एक्सप्रेस
22	14662 जम्मू तवी-बाड़मेर एक्सप्रेस
23	14715 हिसार-जयपुर एक्सप्रेस
24	14716 जयपुर-हिसार एक्सप्रेस
25	14733 बठिण्डा-जयपुर एक्सप्रेस
26	14734 जयपुर-बठिण्डा एक्सप्रेस
27	14853 वाराणसी सिटी-जोधपुर एक्सप्रेस
28	14854 जोधपुर-वाराणसी सिटी एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
29	14863 वाराणसी सिटी-जोधपुर एक्सप्रेस
30	14864 जोधपुर-वाराणसी सिटी एक्सप्रेस
31	14865 वाराणसी सिटी-जोधपुर एक्सप्रेस
32	14866 जोधपुर-वाराणसी सिटी एक्सप्रेस
33	15013 जैसलमेर-काठगोदाम एक्सप्रेस
34	15014 काठगोदाम-जैसलमेर एक्सप्रेस
35	15715 किशनगंज-अजमेर एक्सप्रेस
36	15716 अजमेर-किशनगंज एक्सप्रेस
37	19031 साबरमती-योग नगरी ऋषिकेश एक्सप्रेस
38	19032 योग नगरी ऋषिकेश-साबरमती एक्सप्रेस
39	19201 भावनगर (टर्मिनस)-अयोध्या कैंट एक्सप्रेस
40	19202 अयोध्या कैंट-भावनगर (टर्मिनस) एक्सप्रेस
41	19269 पोरबंदर-मुजफ्फरपुर एक्सप्रेस
42	19270 मुजफ्फरपुर-पोरबंदर एक्सप्रेस
43	19401 साबरमती-लखनऊ एक्सप्रेस
44	19402 लखनऊ-साबरमती एक्सप्रेस
45	19403 भुज-दिल्ली एक्सप्रेस
46	19404 दिल्ली-भुज एक्सप्रेस
47	19409 साबरमती-गोरखपुर एक्सप्रेस
48	19410 गोरखपुर-साबरमती एक्सप्रेस
49	19411 गांधीनगर कैपिटल-दौलतपुर चौक एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
50	19412 दौलतपुर चौक-गांधीनगर कैपिटल एक्सप्रेस
51	19415 साबरमती-श्री माता वैष्णो देवी कटरा एक्सप्रेस
52	19416 श्री माता वैष्णो देवी कटरा-साबरमती एक्सप्रेस
53	19609 उदयपुर सिटी-योग नगरी ऋषिकेश एक्सप्रेस
54	19610 योग नगरी ऋषिकेश-उदयपुर सिटी एक्सप्रेस
55	19611 अजमेर-अमृतसर एक्सप्रेस
56	19612 अमृतसर-अजमेर एक्सप्रेस
57	19613 अजमेर-अमृतसर एक्सप्रेस
58	19614 अमृतसर-अजमेर एक्सप्रेस
59	19615 उदयपुर सिटी-कामाख्या एक्सप्रेस
60	19616 कामाख्या-उदयपुर सिटी एक्सप्रेस
61	19665 खजुराहो-उदयपुर सिटी एक्सप्रेस
62	19666 उदयपुर सिटी-खजुराहो एक्सप्रेस
63	19715 जयपुर-गोमती नगर एक्सप्रेस
64	19716 गोमती नगर-जयपुर एक्सप्रेस
65	20403 प्रयागराज-लालगढ़ एक्सप्रेस
66	20404 लालगढ़-प्रयागराज एक्सप्रेस
67	20489 बाड़मेर-मथुरा एक्सप्रेस
68	20490 मथुरा-बाड़मेर एक्सप्रेस
69	20913 राजकोट-दिल्ली सराय रोहिल्ला एक्सप्रेस
70	20914 दिल्ली सराय रोहिल्ला-राजकोट एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
71	20937 पोरबंदर-दिल्ली सराय रोहिल्ला एक्सप्रेस
72	20938 दिल्ली सराय रोहिल्ला-पोरबंदर एक्सप्रेस
73	20989 उदयपुर सिटी-चंडीगढ़ एक्सप्रेस
74	20990 चंडीगढ़-उदयपुर सिटी एक्सप्रेस
75	22307 हावड़ा-बीकानेर एक्सप्रेस
76	22308 बीकानेर-हावड़ा एक्सप्रेस
77	22491 जोधपुर-दिल्ली एक्सप्रेस
78	22492 दिल्ली-जोधपुर एक्सप्रेस
79	22987 अजमेर-आगरा फोर्ट एक्सप्रेस
80	22988 आगरा फोर्ट-अजमेर एक्सप्रेस
81	64619 ईदगाह आगरा-बांदीकुई मेमू
82	64620 बांदीकुई-ईदगाह आगरा मेमू
83	64621 ईदगाह आगरा-बांदीकुई मेमू
84	64622 बांदीकुई-ईदगाह आगरा मेमू
85	51973 मथुरा-जयपुर पैसेंजर
86	51974 जयपुर-मथुरा पैसेंजर
87	54355 बांदीकुई-बरेली पैसेंजर
88	54356 बरेली-बांदीकुई पैसेंजर
89	59629 रेवाड़ी-फुलेरा पैसेंजर
90	59630 फुलेरा-रेवाड़ी पैसेंजर
91	12015 नई दिल्ली-दौराई शताब्दी एक्सप्रेस

क्र.सं.	रेलगाड़ी संख्या एवं नाम
92	12016 दौराई-नई दिल्ली शताब्दी एक्सप्रेस

इसी प्रकार, वर्तमान में बस्सी स्टेशन को 10 रेलगाड़ी सेवाओं द्वारा सेवित किया जा रहा है, जिनकी सूची नीचे दी गई है:-

क्र.सं.	रेलगाड़ी संख्या एवं नाम
1	14715 हिसार-जयपुर एक्सप्रेस
2	14716 जयपुर-हिसार एक्सप्रेस
3	14733 बठिण्डा-जयपुर एक्सप्रेस
4	14734 जयपुर-बठिण्डा एक्सप्रेस
5	51973 मथुरा-जयपुर पैसेंजर
6	51974 जयपुर-मथुरा पैसेंजर
7	59629 रेवाड़ी-फुलेरा पैसेंजर
8	59630 फुलेरा-रेवाड़ी पैसेंजर
9	79601 अजमेर-गंगापुर सिटी पैसेंजर
10	79602 गंगापुर सिटी-अजमेर पैसेंजर

रेलगाड़ी सेवाओं के ठहराव हेतु संसद सदस्यों, निर्वाचित प्रतिनिधियों, संगठनों/रेल उपयोगकर्ताओं आदि से प्राप्त प्रस्ताव/अनुरोध/सुझाव/अभ्यावेदन, औपचारिक और अनौपचारिक दोनों रूपों में रेलवे बोर्ड, क्षेत्रीय रेलों, मंडल कार्यालय आदि सहित विभिन्न स्तरों पर प्राप्त होते हैं। चूंकि ऐसे प्रस्ताव/अनुरोध/सुझाव की प्राप्ति एक सतत् और गतिशील प्रक्रिया है, इसलिए ऐसे अनुरोधों का

केन्द्रीकृत सार-संग्रह नहीं रखा जाता है। बहरहाल, इनकी जांच की जाती है और व्यवहार्य एवं औचित्यपूर्ण पाए जाने पर समय-समय पर कार्रवाई की जाती है, जो एक निरंतर चलने वाली प्रक्रिया है।

इसके अतिरिक्त, भारतीय रेल पर रेलगाड़ी सेवाओं का ठहराव प्रदान किया जाना एक निरंतर चलने वाली प्रक्रिया है, जो यातायात औचित्य, परिचालनिक व्यवहार्यता, प्रतिस्पर्धी मांगों आदि पर निर्भर करती है।

NATIONAL E-VIDHAN APPLICATION (NeVA)

687. SHRI DEVUSINH CHAUHAN:

SHRI PRADEEP KUMAR SINGH:

SHRI MANOJ TIWARI:

SHRI BIDYUT BARAN MAHATO:

SHRI SHANKAR LALWANI:

SHRI KRIPANATH MALLAH:

SHRI DINESHBHAI MAKWANA:

SHRI YOGENDER CHANDOLIA:

SHRI JAI PRAKASH:

SHRI RAVINDRA SHUKLA *ALIAS* RAVI KISHAN:

SHRI RAJPALSINH MAHENDRASINH JADAV:

DR. SANJAY JAISWAL:

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

(a) the number of National e-Vidhan Application (NeVA) Sewa Kendras (e-

Facilitation Centres) established so far;

(b) whether adequate training has been provided to the Members and staff of the newly onboarded Legislatures including West Bengal; and

(c) the extent to which the NeVA Public Portal available in 23 languages for accessing Bills, Questions and proceedings has been utilised by the public?

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) As of now, NeVA Sewa Kendras (e-Facilitation Centres) have been established in 22 Legislative Houses.

(b) Yes. Under the Capacity Building component of the NeVA project, comprehensive orientation workshops and handholding support are provided to stakeholders of all onboarded Legislatures to familiarize them with the functionalities of NeVA. Recently, the Ministry delivered a session on NeVA to the newly elected Members of the West Bengal Legislative Assembly at Kolkata on 04.07.2026.

(c) The NeVA Public Portal, available in 23 languages, provides citizens with online access to legislative business, including Bills, Questions, Proceedings and other legislative documents of Legislatures onboarded on the NeVA platform. As such, having multilingual support, the portal is being widely used by the public to access legislative information.

ENERGY STATISTICS INDIA

688. SHRI DAMODAR AGRAWAL:

SHRI PRADEEP KUMAR SINGH:

SHRI VISHNU DAYAL RAM:

SHRIMATI MAHIMA KUMARI MEWAR:

SHRI RAHUL SINGH LODHI:

SHRI DEVUSINH CHAUHAN:

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

(a) the details of the progress made in enhancing the coverage of the Energy Statistics India publication, including the new data categories introduced in its 33rd edition;

(b) the details regarding the Total Primary Energy Supply (TPES) and renewable energy potential recorded for Financial Year 2025-26 along with a comparison with figures for the preceding year; and

(c) the details of the steps taken by the Government to ensure that the findings of this publication are utilised for policy and infrastructure planning?

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) In the 33rd edition of Energy Statistics 2026, the Ministry of Statistics and Programme Implementation (MoSPI) has, inter-alia made the following

improvements:

i. Inclusion of statistics on 'Credit flow to energy-sector', 'International energy scenario' and 'international marine and aviation bunker' data;

ii. Alignment of end-use consuming sectors of all the energy-commodities with International standards;

iii. Addressing data-gaps on industry-wise consumption of Coal and Electricity.

(b) The Total Primary Energy Supply (TPES) of India during 2024-25 was estimated at 39,055 Petajoules as compared to 37,936 Petajoules in 2023-24. Total Renewable Energy Potential as on 31-Mar-25 was estimated at 4,704,043 MW as compared to 2,109,655 MW as on 31-Mar-24. Figures for FY 2025-26 are not available.

(c) The publication "Energy Statistics India 2026" is widely disseminated among the users and all line-energy Ministries for policy and infrastructure planning. The publication is shared with all the States/UTs for taking suitable policy intervention. The publication is also available in public domain on the website of the Ministry for research and analysis by other users and stakeholders.

PROGRESS MADE UNDER COAL GASIFICATION FINANCIAL INCENTIVE SCHEME

689. SHRI VIVEK THAKUR:

SHRI BALABHADRA MAJHI:

SHRI DILESHWAR KAMAIT:

SHRI SHANKAR LALWANI:

SHRI MANISH JAISWAL:

SHRI ANANTA NAYAK:

SHRI P. P. CHAUDHARY:

SHRI ASHOK KUMAR RAWAT:

DR. NISHIKANT DUBEY:

SHRI KRIPANATH MALLAH:

SHRI DAMODAR AGARWAL:

SHRI BIBHU PRASAD TARAI:

SHRI NABA CHARAN MAJHI:

SHRI DEVUSINH CHAUHAN:

SHRI JANARDAN MISHRA:

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

(a) the progress made under the Coal Gasification Financial Incentive Scheme including the number of projects approved and under implementation and their cumulative capacity, category-wise in the country particularly in the State of Odisha;

(b) the details of financial assistance sanctioned and released under the scheme, category-wise and State-wise including Odisha;

(c) whether any coal gasification project or related infrastructure has been proposed or planned in Keonjhar Lok Sabha Constituency of Odisha and

adjoining coal-bearing regions to promote industrial development and employment and if so, the details thereof;

(d) the measures taken to encourage public-private participation and adoption of indigenous coal gasification technologies in the country including Odisha; and

(e) the expected contribution of coal gasification projects towards import substitution, value addition in the coal sector and generation of employment particularly in mineral-rich regions including Keonjhar Lok Sabha Constituency of Odisha?

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): Under the ₹8,500 crore Financial Incentive Scheme, eight (8) coal gasification projects have been approved and are under various stages of implementation. These include three Government sector projects, three private sector projects and two small-scale product-based projects. One project of Jindal Steel Limited has achieved financial closure and is in the construction stage, while the remaining projects are at different stages of financial closure, statutory clearances, technology finalisation, tendering and project implementation. With regard to the State of Odisha, two projects have been approved under the Scheme, i.e. Bharat Coal Gasification and Chemicals Limited (BCGCL) at Lakhanpur, with a capacity of 0.66 MMTPA of Ammonium Nitrate, and Jindal Steel Limited (JSL) at Angul for production of 2 MMTPA of

Direct Reduced Iron (DRI). An amount of ₹235.52 crore was disbursed as part of the first instalment of financial assistance under the Scheme.

(c): The Scheme for Promotion of Coal/Lignite Gasification Projects is not State- or constituency-specific and is designed to support the establishment of coal/lignite gasification projects across the country. As of date, no proposal has been received or approved under the Scheme for setting up a coal/lignite gasification project or related infrastructure in the Keonjhar Lok Sabha Constituency of Odisha.

(d): The Government has undertaken several measures to encourage public-private participation and the adoption of indigenous coal gasification technologies in the country, including Odisha. These include:

Financial Year	**Policy Measures**
FY 2022	Introduced 50% rebate in revenue share under commercial coal block auctions for coal used for gasification, subject to utilisation of at least 10% of total coal production for gasification.
	Created a dedicated "Production of Syngas Leading to Coal Gasification" sub-sector under the Non-Regulated Sector (NRS) coal linkage auction policy.
FY 2024	Approved the ₹8,500 crore Scheme for Promotion of

	Coal/Lignite Gasification Projects to provide financial assistance for coal/lignite gasification projects.
FY 2025	Enabled coal supply under NRS linkage auctions for eligible gasification projects at the notified price of the regulated sector.
FY 2026	
	Allowed gasification projects to participate in NRS linkage auctions to meet balance coal requirements beyond captive production.
	DPIIT granted registration to M/s Zhongshi Chemical Engineering Construction Co. Ltd. (1st ever such registration), enabling its participation as a technology licensor and EPC contractor.
	DoE granted an exemption (6 categories of items) from restrictions under Rule 144(xi) of GFRs, to all 7 coal gasification projects under the Financial Incentive Scheme for a period of 2 years.
FY 2027	Approved the ₹37,500 crore Scheme for Promotion of Surface Coal/Lignite Gasification Projects and issued the Scheme Guidelines and Request for Proposal (RFP).
	Extended coal linkage tenure for gasification projects

	under the NRS linkage policy from 15 years to up to 30 years, ensuring long-term fuel security.

(e): No coal gasification project has been approved in the Keonjhar Lok Sabha Constituency under the existing Scheme.

MUMBAI URBAN TRANSPORT PROJECT

690. SHRI RAVINDRA DATTARAM WAIKAR:

SHRI SHRIRANG APPA CHANDU BARNE:

SHRIMATI BHARTI PARDHI:

SHRI NARESH GANPAT MHASKE:

DR. SHRIKANT EKNATH SHINDE:

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

(a) the details of the total funds sanctioned and disbursed during the current financial year under the 'Mumbai Urban Transport Project' (MUTP-3 and MUTP-3A) to reduce overcrowding and to ensure passenger safety in suburban railway network (Local Trains);

(b) the current technical progress of the ambitious initiatives included under this project, namely the Virar-Dahanu Road quadrupling, Airoli-Kalwa link, and Panvel-Karjat double line;

(c) the specific safety measures (such as Platform Screen Doors or automatic

doors) being implemented to prevent accidents and fatalities caused by passengers falling from overcrowded running local trains;

(d) whether there are currently any coordination challenges regarding cost-sharing between the Central and State Governments to expedite the pending projects of Mumbai Railway Vikas Corporation (MRVC); and

(e) the details of the plan to introduce new Air-Conditioned (AC) and non-AC local train services during the next two years to make the commute safer and more comfortable?

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

(a) to (e) To improve the connectivity and capacity of rail network in Mumbai suburban area, Mumbai Urban Transport Project (MUTP)-I costing ₹4,502 crore, MUTP-II costing ₹8,087 crore, MUTP-III costing ₹10,947 crore and MUTP-IIIA costing ₹33,690 crore have been sanctioned. The progress of works is as below:

SN	Name of the project	Status of work
1	Belapur-Seawood-Uran Double Line (27 km)	Completed
2	Quadrupling of Borivali-Virar (26 km)	Completed
3	5th and 6th line Kurla-Thane (17.63	Completed

	km)	
4	5th line Mahim - Santacruz (4.68 km)	Completed
5	Extension of Harbour line between Andheri-Goregaon (5.22 km)	Completed
6	5th and 6th line between Thane-Diva (9.44 km)	Completed
7	CSMT - Kurla 5th and 6th line (17.5 km)	**Phase-I** (Kurla – Parel, 10.1 km): Work in progress. 1 out of 12 minor bridges, 2 out of 4 station buildings completed. Rebuilding of Sion ROB is in progress. **Phase-II** (Parel - CSMT, 7.4 km): Land acquisition has been taken up.
8	Mumbai Central-Borivali 6th line (30 km)	**Phase-I** (Borivali- Khar Road, 17 km): Commissioned. **Phase-II** (Khar Road - Mumbai Central): Land acquisition has been taken up.
9	Virar-Dahanu Road 3rd and 4th line (64 km)	Work in progress. 13 out of 16 major bridges, 53 out of 68 minor bridges, all 4 RUBs, 31 km out of 128 km track

		laying have been completed.
10	Panvel-Karjat Suburban Corridor (29.6 km)	Work is in advance stage of completion. All 3 tunnels (3 km), 5 ROBs, 16 RUBs, 9 major bridges, 35 minor bridges, 67 km out of 70 km track laying have been completed.
11	Airoli-Kalwa (elevated) Suburban Corridor link (3.3 km)	**Phase-I** (Halt station at Digha): Commissioned. **Phase-II** (Airoli-Kalwa elevated track, 3.3 km): Land acquisition and RandR has been taken up.
12	Trespass control (34 locations)	Completed
13	Extension of Harbour line from Goregaon-Borivali (7 km)	Land acquisition has been taken up.
14	Borivali - Virar 5th and 6th line (26 km)	5 out of 23 FOB Extn. completed. Major and Minor bridges work is in progress.
15	Kalyan-Asangaon 4th line (32 km)	4 out of 92 minor bridges completed. Land Acquisition of 17 Ha out of 28 Ha completed. Work in progress in 7 major bridges.
16	Kalyan-Badlapur 3rd and 4th line (14	1 out of 2 major bridges, 2 out of 4

	km)	ROBs, 30 out of 40 minor bridges completed.
17	Kalyan yard remodelling work	Yard remodelling work is in progress.
18	3rd and 4th line Badlapur - Karjat (32.46 km)	Design and drawings have been taken up.
19	4th line Asangaon - Kasara (34.97 km)	Design and drawings have been taken up.

An amount of ₹ 2,213 Cr. has been allocated to Mumbai Urban Transport Projects in the current Financial Year 2026-27. There is no coordination challenge regarding cost sharing between Central and State Government.

To enhance passenger carrying capacity and improve safety measures, 238 rakes of 12 cars each with automatic door closing system have been sanctioned under MUTP-III and IIIA at a cost of ₹19,293 crore. The process for procurement of these rakes has been taken up.

Following capacity augmentation works have been taken up at various stations in Mumbai area:

SN	**Location**	**Details**
1	Bandra Terminus	3 Pit Lines have been completed
2	Mumbai Central	Platform extension for 24 LHB coaches
3	Jogeshwari	5 new platforms

		2 Pit lines
4	Dadar	1 additional platform
5	Virar Area	**Vasai :** 6 platforms, 3 pit lines and 5 stabling lines
6		**Naigaon :** 30 stabling lines
7		**Virar :** 2 stabling lines
8	Dahanu Area	**Dahanu :** 5 stabling lines **New Vangaon** : 30 stabling lines
9	Panvel - Kalamboli	5 platforms, 4 pit lines, 2 Stabling lines and 2 sick lines
10	Kalyan	6 platforms and 4 pit lines
11	Lokmanya Tilak Terminus	4 platforms and 2 pit lines
12	Parel	6 platforms, 5 pit lines, 6 stabling lines

To cater to the sub-urban passengers, presently, 3234 EMU sub-urban services which include both non-AC and AC EMU services are operated by the Western Railway and the Central Railway.

Western Railway operates 1414 services including 145 AC EMU services while Central Railway operates 1820 services including 120 AC EMU services.

The EMU services presently being operated also include 266 numbers of 15 car EMU services which are aimed at providing more accommodation and comfortable journey to the passengers.

Besides, introduction of EMU services and their augmentation on any route/section, which is an on-going process, depends on various factors which include:

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets
- Occupancy and the traffic requirement of the section

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
2026-27	₹23,926 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 2014-26 is as under:

Period	New track Commissioned	Average commissioning of new tracks
2009-14	292 Km	58.4 Km/year
2014-26	2,585 Km	215.4 Km/year (Nearly 4 times)

Projects sanctioned:

As on 01.04.2026, 52 projects (13 New Lines, 02 Gauge Conversion and 37 Doubling), of a total length of 5,956 km, costing ₹1,42,635 crore, falling fully/partly in Maharashtra are sanctioned. The summary is as under:

Category	No. of sanctioned Projects	Total Length (in Km)	Length Commissioned Upto Mar'26 (in Km)	Exp. upto Mar'26 (₹ in Cr.)
New Line	13	1,399	266	13,065
Gauge Conversion	02	609	334	5,013
Doubling/ Multitracking	37	3,948	998	16,704
Total	**52**	**5,956**	**1,598**	**34,782**

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)	6,463
2	Hotgi-Kudgi-Gadag Doubling (284 Km)	2,459
3	Manmad-Jalgaon 3rd Line (160 Km)	1,677
4	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
5	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
6	Panvel-Pen Doubling (35 Km)	263
7	Pen-Roha Doubling (40 Km)	330
8	Udhna-Jalgaon Doubling (307 Km)	2,448
9	Mudkhed-Parbhani Doubling (81 Km)	673
10	Bhusawal-Jalgaon 3rd Line (24 Km)	325
11	Jalgaon-Bhusawal 4th Line (24 Km)	261
12	Daund-Gulbarga Doubling (225 Km)	3,182
13	Daund-Manmad Doubling (236 Km)	3,426

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-Parli Vaijnath New Line (261 Km)	5,800
2	Baramati-Lonand New Line (64 Km)	1,844
3	Wardha-Nanded New Line (284 Km)	5,248
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	Wardha-Nagpur 3rd Line (76 Km)	917
8	Wardha-Ballarshah 3rd Line (132 Km)	1,755
9	Itarsi-Nagpur 3rd Line (280 Km)	2,607
10	Rajnandgaon-Nagpur 3rd Line (228 Km)	3,545
11	Wardha-Nagpur 4th Line (79 Km)	1,215
12	Jalgaon-Manmad 4th Line (160 Km)	2,574
13	Bhusawal-Khandwa 3rd and 4th Line (131 Km)	3,285
14	Solapur-Tuljapur-Osmanabad New Line (84 Km)	3,296
15	Panvel-Chowk Double Line (17 Km)	491
16	Wardha-Balharshah 4th Line (135 Km)	2,226
17	Itarsi-Nagpur 4th Line (297 Km)	5,010
18	Wardha-Bhusawal 3rd and 4th Line (314 Km)	9,197

19	Gondia-Dongargarh 4th Line (84 Km)	2,223
20	Gondia-Balharshah Doubling (240 Km)	4,819
21	Kalyan-Kasara 3rd Line (68 Km)	1,433
22	Naigaon-Juichendra Double Chord Line (5 Km)	176
23	Nilje-Kopar Double Chord Line (5 Km)	338
24	Badlapur-Karjat 3rd and 4th Line (32 Km)	1,324
25	Asangaon-Kasara 4th Line (35 Km)	794
26	Kasara-Manmad 3rd and 4th Line (131 Km)	10,154
27	Gondia-Jabalpur Doubling (231 Km)	5,236
28	Chalisgaon Rail Over Rail Flyover (11 Km)	264
29	Chord line between Chikhli and Somtane (4 Km)	172

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.

माननीय अध्यक्ष : सदन की कार्यवाही आज बारह बजे तक के लिए स्थगित की जाती है।

11.02 hrs

The Lok Sabha then adjourned till Twelve of the Clock.

———

12.00 hrs

The Lok Sabha re-assembled at Twelve of the Clock.
(Hon. Speaker *in the Chair*)

... (व्यवधान)

माननीय अध्यक्ष : माननीय संसदीय कार्य मंत्री जी, क्या आप कुछ बोलना चाहते हैं?

... (व्यवधान)

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरेन रिजिजू) : सर, क्या मैं बीएसी वाला मूव कर दूं ?... (व्यवधान)

माननीय अध्यक्ष : आप एक मिनट रुकिए।

... (व्यवधान)

माननीय अध्यक्ष : वेणुगोपाल जी, आप बोलना चाहते हैं या अखिलेश जी, आप बोलना चाहते हैं?

... (व्यवधान)

SHRI K. C. VENUGOPAL (ALAPPUZHA): Sir, the entire nation is in pain now. The way in which the Government of India has brutally dealt with the students who are agitating against Shri Dharmendra Pradhan ... (Interruptions)

माननीय अध्यक्ष : आप विषय पर बोलिए।

... (व्यवधान)

श्री के. सी. वेणुगोपाल : मेरा पॉइंट है।... (व्यवधान)

माननीय अध्यक्ष : अगर आप चर्चा करना चाहते हैं तो सरकार इस विषय पर चर्चा के लिए तैयार है। आप चर्चा के समय बोलिएगा। वेणुगोपाल जी, आप जितना समय चाहेंगे, उतना मैं आपको चर्चा में बोलने का समय दूंगा।

… (व्यवधान)

श्री के. सी. वेणुगोपाल : सर, हमारी डिमांड एकदम क्लीयर है – the Education Minister should resign. If you accept, एडजर्नमेंट मोशन के तहत इसकी चर्चा कीजिए ।… (व्यवधान)

12.03 hrs

At this stage, Shri T. R. Baalu, Shri Anto Antony and some other hon. Members came and stood on the floor near the Table.

… (व्यवधान)

श्री किरेन रिजिजू : अध्यक्ष महोदय, तीन दिनों से सरकार की ओर से हमने ऑफर किया है और मैं औपचारिक तौर पर आज फिर आपके सामने कह रहा हूं...(व्यवधान) आप मेरी बात सुनिए ।… (व्यवधान) आपने अपनी बात कही है, अब मेरी बात भी सुनिए । … (व्यवधान) सरकार नीट पेपर लीक पर चर्चा के लिए पूरी तरह से तैयार है । हमने पहले दिन से कहा है कि जब भी चर्चा होती है तो किसी नियम के तहत होती है । इसके लिए एक व्यवस्था है । मैं अनुरोध करता हूं कि चर्चा कब होनी है, उसका कितना ड्यूरेशन होगा, वह कितनी लंबी होगी और किस नियम के तहत होगी । इस बारे में माननीय अध्यक्ष महोदय सभी पार्टीज के फ्लोर लीडर्स से बात करके इसका निर्णय करें । सरकार पूरी तरह से नीट पेपर लीक पर चर्चा के लिए तैयार है । इस देश के युवाओं के भविष्य को सुरक्षित करने पर एक सार्थक चर्चा हो, यह हम सब चाहते हैं ।… (व्यवधान)

माननीय अध्यक्ष : अखिलेश जी, क्या आप कुछ बोलना चाहते हैं?

… (व्यवधान)

माननीय अध्यक्ष : अखिलेश जी, ये लोग आपको बोलना नहीं दे रहे हैं ।

… (व्यवधान)

श्री अखिलेश यादव (कन्नौज) : अध्यक्ष महोदय, यह मुद्दा कांग्रेस, समाजवादी पार्टी या बीजेपी

का नहीं है। यह मुद्दा युवाओं, छात्रों और नौजवानों का है। आपने इनको बोलने का मौका दिया, उनको बोलने का मौका दिया। क्या आपने समझौता कर लिया? आपने मुझे बोलने का मौका क्यों नहीं दिया? यह बात ठीक नहीं है।... (व्यवधान)

माननीय अध्यक्ष : आपको मैंने बोलने के लिए पूछा था। मैंने वेणुगोपाल जी से पहले आपको बोलने के लिए कहा था तो आपने वेणुगोपाल जी के लिए कहा था।

... (व्यवधान)

श्री अखिलेश यादव : ये युवा, छात्र और नौजवान हम सब के हैं और हम सब उनके लिए लड़ रहे हैं।... (व्यवधान) अगर छात्रों की नहीं सुनी जाएगी तो हम सड़कों पर आएंगे। सरकार ने जो व्यवहार किया है, इस्तीफा तो क्या है, प्रधानमंत्री जी जब चाहे मंत्री जी का इस्तीफा ले सकते हैं। लेकिन छात्रों के साथ जो व्यवहार हुआ है, उनके हाथ तोड़े, सर फोड़े, उनके कपड़े फाड़े गए। क्या आप बेटियों के कपड़े फाड़ेंगे?... (व्यवधान)

अध्यक्ष महोदय, हम मजबूरी में प्रधानमंत्री जी के आवास पर गए हैं। अगर आप यहां हमारी बात सुन लेते तो हम प्रधानमंत्री आवास नहीं जाते। क्या प्रधानमंत्री जी स्टेटमेंट नहीं दे सकते हैं? युवाओं के लिए आप बाहर बोल सकते हैं तो सदन में क्यों नहीं बोल सकते हैं?... (व्यवधान)

माननीय अध्यक्ष: माननीय सदस्यगण, सभी लोगों के मत आ गए हैं। आप भी चर्चा करना चाहते हैं और ये भी चर्चा करना चाहते हैं। सरकार चर्चा करने के लिए तैयार है। आप आइए। कब चर्चा करनी है, कितनी देर करनी है, सरकार चर्चा के लिए तैयार है। आप चर्चा करने के लिए आइए।

... (व्यवधान)

माननीय अध्यक्ष: ऐसे में चर्चा नहीं होगी। चर्चा होगी, लेकिन पहले आप अपनी सीट पर बैठिए। कितनी देर करनी है और किस नियम के तहत करनी है, पहले आप सब बैठ जाइए। सरकार ने खुले मन से कहा है कि हम चर्चा करने के लिए तैयार हैं। सभी के मत आ गए हैं।

… (व्यवधान)

माननीय अध्यक्ष: आपके आपस के विवाद को मैं सीट पर बैठकर नहीं निपटा सकता।

… (व्यवधान)

माननीय अध्यक्ष: सभा की कार्यवाही दो बजे तक के लिए स्थगित की जाती है।

12.05 hrs

The Lok Sabha then adjourned till Fourteen of the Clock.

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14.00 hrs

The Lok Sabha re-assembled at Fourteen of the Clock.

(Shri Krishna Prasad Tenneti *in the Chair*)

… (व्यवधान)

14.0½ hrs

At this stage, Dr. T. Sumathy alias Thamizhachi Thangapandian, Prof. Varsha Eknath Gaikwad, Shri A. Raja and some other hon. Members came and stood on the floor near the Table.

माननीय सभापति : माननीय सदस्यगण, माननीय अध्यक्ष जी को कई माननीय सदस्यों के द्वारा कुछ विषयों पर स्थगन प्रस्ताव की सूचनाएं प्राप्त हुई हैं। माननीय अध्यक्ष जी ने स्थगन प्रस्ताव की किसी भी सूचना के लिए अनुमति प्रदान नहीं की है।

… (व्यवधान)

14.01 hrs

PAPERS LAID ON THE TABLE

माननीय सभापति : अब पत्र सभा पटल पर रखे जाएंगे। आइटम नंबर 2, डॉ. जितेंद्र सिंह जी।

… (व्यवधान)

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) : सभापति महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूं :-

(1) केंद्रीय सतर्कता आयोग अधिनियम, 2003 की धारा 14 की उप-धारा (3) के अंतर्गत

केंद्रीय सतर्कता आयोग, नई दिल्ली के वर्ष 2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 7030/18/26]

(2) अखिल भारतीय सेवा अधिनियम, 1951 की धारा 3 की उप-धारा (2) के अंतर्गत अखिल भारतीय सेवा (राष्ट्रीय पेंशन प्रणाली का कार्यान्वयन) नियम, 2026 जो दिनांक 22 अप्रैल, 2026 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 307(अ) में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 7031/18/26]

… (व्यवधान)

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT; AND MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR. CHANDRA SEKHAR PEMMASANI): Hon. Chairperson, Sir, with your kind permission, I rise to lay on the Table a copy each of the following Notifications (Hindi and English versions) under Section 37 of the Telecom Regulatory Authority of India Act, 1997:-

(1) The Telecom Regulatory Authority of India (Recruitment and Conditions of Service of Officers and Other Employees) Amendment Rules, 2026 published in Notification No. G.S.R. 413(E) in Gazette of India dated 27th May, 2026.

[Placed in Library, See No. LT 7032/18/26]

(2) The Reporting System on Accounting Separation (Amendment) Regulations, 2026 published in Notification No. F.No. M-6/(2)/2023-FEA-

I in Gazette of India dated 24th March, 2026.

[Placed in Library, See No. LT 7033/18/26]

…(Interruptions)

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना) : सभापति महोदय, श्री रवनीत सिंह जी की ओर से, मैं निम्नलिखित पत्र सभा पटल पर रखता हूं :-

(1) रेल अधिनियम, 1989 की धारा 3 की उप-धारा (4) के अंतर्गत जारी अधिसूचना संख्या फा.सं. 2024/ईएंडआर/1(1)/3-1, जो दिनांक 4 मई, 2026 के भारत के राजपत्र में प्रकाशित हुई थी तथा जिसके द्वारा दिनांक 01.06.2026 से मौजूदा पूर्व तट रेलवे और दक्षिण मध्य रेलवे जोनों में से दक्षिण तट रेलवे नामक एक नए जोनल रेलवे का गठन किया गया है जिसका मुख्यालय विशाखापत्तनम में होगा तथा पूर्व तट रेलवे के अंतर्गत रायगडा में एक नए मंडल का भी गठन किया गया है, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 7034/18/26]

(2) रेल अधिनियम, 1989 की धारा 199 के अंतर्गत रेलवे (यात्रियों के सार्वजनिक वहन के लिए चालू करना) संशोधन नियम, 2026 जो दिनांक 16 जून, 2026 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 485(अ) में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 7035/18/26]

… (व्यवधान)

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, श्रीमती निमुबेन जयंतीभाई बांभणिया जी की ओर से, मैं राष्ट्रीय खाद्य सुरक्षा अधिनियम, 2013 की धारा 39 की उप-धारा (3) के अंतर्गत खाद्य सुरक्षा (राज्यों को सहायता) संशोधन नियम, 2026 जो

दिनांक 1 जुलाई, 2026 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 544(अ) में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूं।

[Placed in Library, See No. LT 7036/18/26]

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… (व्यवधान)

14.01½ hrs

BUSINESS ADVISORY COMMITTEE

17th Report

विधि और न्याय मंत्रालय के राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री अर्जुन राम मेघवाल): सभापति महोदय, श्री किरेन रिजिजू जी की ओर से, मैं कार्य मंत्रणा समिति का सत्रहवां प्रतिवेदन प्रस्तुत करता हूं।

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… (व्यवधान)

14.02 hrs

STANDING COMMITTEE ON COAL, MINES AND STEEL

24th to 26th Reports

SHRI ANURAG SINGH THAKUR (HAMIRPUR): Hon. Chairperson, Sir, with your kind permission, I rise to present the following Reports (Hindi and English versions) of the Standing Committee on Coal, Mines and Steel (2025-26): -

(1) Twenty-fourth Report on the subject 'Aatmanirbharta in Steel Sector and Roadmap for Made in India Steel Production' pertaining to Ministry of Steel.

(2) Twenty-fifth Report on Action Taken by the Government on the

Observations/Recommendations contained in the Eighteenth Report (Eighteenth Lok Sabha) on Demands for Grants (2026-27) pertaining to the Ministry of Coal.

(3) Twenty-sixth Report on Action Taken by the Government on the Observations/Recommendations contained in the Nineteenth Report (Eighteenth Lok Sabha) on Demands for Grants (2026-27) pertaining to the Ministry of Mines.

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(Interruptions)

माननीय सभापति : आइटम नंबर 8, श्री वी. सोमन्ना जी।

… (व्यवधान)

माननीय सभापति : आइटम नंबर 9, श्री सुधीर गुप्ता जी।

… (व्यवधान)

माननीय सभापति : आइटम नंबर 8, श्री अर्जुन राम मेघवाल जी।

… (व्यवधान)

14.04 hrs

STATEMENT BY MINISTER

Status of implementation of recommendations contained in the 8th Report of the Standing Committee on Railways on 'Demands for Grants (2026-27)' pertaining to the Ministry of Railways*

विधि और न्याय मंत्रालय के राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री अर्जुन राम मेघवाल): सभापति महोदय, श्री रवनीत सिंह जी की ओर से, मैं रेल मंत्रालय से संबंधित 'अनुदानों की मांगें (2026-27)' के बारे में रेल संबंधी स्थायी समिति के 8वें प्रतिवेदन में अंतर्विष्ट सिफारिशों के कार्यान्वयन की स्थिति के बारे में वक्तव्य सभा पटल पर रखता हूं।

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… (व्यवधान)

माननीय सभापति : कृपया आप सभी अपनी-अपनी सीट्स पर बैठ जाइए। Kindly go back to your seats.

…(Interruptions)

HON. CHAIRPERSON: Kindly allow the House to function.

…(Interruptions)

HON. CHAIRPERSON: Please allow the Parliament to function. This is not the way you should be here.

…(Interruptions)

HON. CHAIRPERSON: Kindly go back to your seats.

…(Interruptions)

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* Laid on the Table and also placed in Library, See No. LT 7029/18/26.

HON. CHAIRPERSON: I am requesting you to kindly go back to your seats.

…(Interruptions)

HON. CHAIRPERSON: This is the Monsoon Session. We are meeting to debate very important Bills.

…(Interruptions)

14.05 hrs

MOTION RE: REPORT OF THE JOINT COMMITTEE ON THE CORPORATE LAWS (AMENDMENT) BILL, 2026 – EXTENSION OF TIME

माननीय सभापति : आइटम नंबर – 9.

श्री सुधीर गुप्ता (मन्दसौर) : महोदय, मैं निम्नलिखित प्रस्ताव प्रस्तुत करता हूं :

"कि यह सभा 'कॉर्पोरेट विधियां (संशोधन) विधेयक, 2026' संबंधी संयुक्त समिति के प्रतिवेदन को प्रस्तुत किए जाने के समय को मानसून सत्र, 2026 के अंतिम दिवस तक बढ़ाती है।"… (व्यवधान)

माननीय सभापति : प्रश्न यह है:

"कि यह सभा 'कॉर्पोरेट विधियां (संशोधन) विधेयक, 2026' संबंधी संयुक्त समिति के प्रतिवेदन को प्रस्तुत किए जाने के समय को मानसून सत्र, 2026 के अंतिम दिवस तक बढ़ाती है।"

प्रस्ताव स्वीकृत हुआ।

———

… (व्यवधान)

14.06 hrs

MATTERS UNDER RULE 377*

माननीय सभापति : माननीय सदस्यगण, आज जिन सदस्यों को नियम 377 के अधीन मामलों को उठाने की अनुमति दी गई है, वे 20 मिनट के भीतर मामले के पाठ को व्यक्तिगत रूप से सभा पटल पर रख दें।

(i) Need to expedite establishment of AIIMS in Kanpur, Uttar Pradesh

श्री रमेश अवस्थी (कानपुर) : मैं सरकार का ध्यान उत्तर प्रदेश के कानपुर महानगर में प्रस्तावित नए एम्स (AIIMS) की ओर आकर्षित करना चाहता हूँ। यह परियोजना न केवल कानपुर बल्कि पूरे मध्य उत्तर प्रदेश और आसपास के क्षेत्रों के लिए अत्यंत महत्वपूर्ण है। कानपुर और आसपास के जिलों की बड़ी आबादी आज भी गंभीर बीमारियों के उपचार के लिए दिल्ली, लखनऊ या अन्य बड़े शहरों पर निर्भर रहती है। ऐसे में कानपुर में एम्स की स्थापना से उच्च स्तरीय स्वास्थ्य सेवाएँ, आधुनिक चिकित्सा सुविधाएँ और चिकित्सा शिक्षा के नए अवसर उपलब्ध हो सकते हैं। यह आवश्यक है कि इस प्रस्तावित एम्स के लिए केंद्रीय संस्थान निकाय के अंतर्गत एक प्रभावी और सुदृढ़ शासन संरचना सुनिश्चित की जाए, ताकि संस्थान की प्रशासनिक व्यवस्था सुचारू रूप से संचालित हो सके और इसके संचालन में किसी प्रकार की देरी न हो। अत: मैं माननीय मंत्री जी से आग्रह करना चाहता हूँ कि कानपुर में प्रस्तावित एम्स की स्थापना एवं संचालन के लिए आवश्यक प्रशासनिक और नीतिगत निर्णयों को शीघ्र अनुमोदित किया जाए, ताकि यह संस्थान जल्द से जल्द प्रारंभ हो सके और क्षेत्र की जनता को बेहतर स्वास्थ्य सेवाएँ प्राप्त हो सकें।

* Treated as laid on the Table.

(ii) Need to address the problems being faced by the outsourced security guards employed in Munitions India Limited in Badmal, Balangir, Odisha

SHRIMATI SANGEETA KUMARI SINGH DEO (BOLANGIR): I wish to draw the attention of the Government to the difficulties being faced by experienced outsourced security guards engaged at Munitions India Limited (MIL), Badmal, in Balangir district of Odisha. Several security guards, who have reportedly served continuously for nearly 14 years at this strategically important Defence establishment through outsourcing agencies, have represented that they are being denied further engagement due to a recruitment policy restricting deployment to candidates belonging only to the immediate Gram Panchayat or nearby villages surrounding the factory. The affected workers have stated that many of them belong to neighbouring Gram Panchayats and nearby blocks and districts, and have gained considerable experience while discharging their duties with sincerity. They have also submitted that, owing to their age and prolonged service in this establishment, they now have limited alternative employment opportunities, causing severe financial hardship to their families. I, therefore, urge the Government to examine the matter and direct the concerned authorities to adopt a fair and equitable policy that recognises the experience of long-serving outsourced security personnel while ensuring equal employment opportunities in accordance with applicable rules and procedures.

(iii) Need to ensure doorstep delivery of pensions and foodgrains to elderly and Divyangjan under various Government Schemes in Nabarangpur, Odisha

SHRI BALABHADRA MAJHI (NABARANGPUR): My Parliamentary Constituency, Nabarangpur in Odisha, still have places where internet is yet to reach. There are people who don't have mobile phones. Banks and CSCs are located in faraway locations. Some people are too old and differently able to walk. There are some, who have no one to support. Such people are falling prey to fraudsters, be it CSC Operators or Middle men and are also facing hardships due to inability to withdraw money or receive rice. Such numbers will be few but, there are. In such conditions, Government should try to find a way to deliver services of pensions under various schemes and rice under Garib Kalyan Yojana at their doorsteps. Of course, this step should be taken after thorough examination and only to those, who are found genuine.

(iv) Need for financial and technical support to expedite completion of Bengaluru Suburban Railway Project in Karnataka

DR. K. SUDHAKAR (CHIKKBALLAPUR): I wish to draw the attention of the Hon'ble Minister of Railways to the need for expediting the Bengaluru Suburban Railway Project, which is essential for improving urban mobility and regional connectivity in Karnataka. Bengaluru's rapid urban growth has led to increasing traffic congestion and longer commuting times for lakhs of daily passengers. The Bengaluru Suburban Railway Project will provide safe, affordable and efficient public transport while strengthening connectivity

between Bengaluru and the neighbouring districts of Chikkaballapur, Kolar, Bengaluru Rural, Ramanagara and Tumkur. Timely completion of the project will reduce travel time, decongest roads, improve access to employment and education, and support balanced economic development across the Bengaluru Metropolitan Region. I urge the Union Government to expedite the implementation of the Bengaluru Suburban Railway Project by ensuring the timely execution of all sanctioned corridors and associated infrastructure; extend the necessary financial and technical support for the early completion and future expansion of the suburban rail network to strengthen connectivity with Chikkaballapur, Kolar, Bengaluru Rural, Ramanagara and Tumkur, thereby benefiting commuters and promoting sustainable regional growth.

(v) Need to restore stoppage of trains at Godhra Railway Station in Panchmahal Parliamentary Constituency, Gujarat

श्री राजपालसिंह महेंद्रसिंह जादव (पंचमहल) : मेरे पंचमहल लोकसभा स्थित गोधरा रेलवे स्टेशन जिले का बड़ा रेल जंक्शन है । महीसागर और पंचमहल जिले का मुख्य केंद्र है । वर्ष 2020 के कोरोना व्याधि के समय गोधरा रेलवे स्टेशन पर रुकनेवाली बहुतायत संख्या में रेलगाड़ियों का ठहराव बंद किया गया था। कोरोना अवधि बीतने के बाद रेलगाड़ियों के ठहराव को फिर से प्रारम्भ नही किया गया है। जिसकी वजह से गोधरा से मुंबई और दिल्ली दोनों तरफ आनेजाने के लिए यहां के नागरिकों को बहुत दूर वडोदरा तक जाना पड़ता है। मेरे लोकसभा सांसद बनने के बाद लगातार इस विषय से रेल मंत्रालय को अवगत किया गया है। लेकिन आजतक इस विषय में कोई प्रगति नहीं हुई है । अत: सरकार आग्रहभरी नम्र विनती करता हूँ कि इन समस्त रेलगाड़ियों का ठहराव गोधरा जंक्शन पर फिर से शुरू किया जाय और नागरिक सुविधा फिर से शुरू की जाये।

(vi) Need to establish an AIIMS in Jamshedpur Parliamentary Constituency, Jharkhand

श्री बिद्युत बरन महतो (जमशेदपुर) : मेरा विषय झारखंड के सीमावर्ती क्षेत्रों, विशेषकर मेरे संसदीय क्षेत्र जमशेदपुर (झारखण्ड) अंतर्गत व्याप्त स्वास्थ्य समस्याओं से सम्बंधित है । मेरा संसदीय क्षेत्र जमशेदपुर, झारखंड, ओडिशा और पश्चिम बंगाल की सीमाओं के पास स्थित है, और यहाँ के नागरिकों को स्वास्थ्य सेवाओं की भारी कमी का सामना करना पड़ता है । इन क्षेत्रों में बहुसंख्यक आदिवासी और अनुसूचित जाति के लोग रहते हैं, जिनकी सामाजिक-आर्थिक स्थिति अत्यंत कमजोर है । हमारे राज्य में Deoghar में AIIMS अस्पताल है, लेकिन यह जमशेदपुर से लगभग 350 किलोमीटर दूर है, जिससे यहाँ के लोगों के लिए इलाज प्राप्त करना अत्यंत कठिन हो जाता है । यात्रा की दिक्कत और चिकित्सा सहायता की कमी के कारण लोग इलाज के लिए दूर-दूर तक जाते हैं, जो उनके लिए आर्थिक और शारीरिक बोझ बन जाता है । अत: मेरा माननीय मंत्री जी से निवेदन है कि जमशेदपुर में घाटशिला और बहरागोड़ा के बीच एक AIIMS अस्पताल की स्थापना की जाए । इससे न केवल झारखंड, बल्कि ओडिशा और पश्चिम बंगाल के सीमावर्ती क्षेत्रों के नागरिकों को भी लाभ मिलेगा । इस कदम से आदिवासी और पिछड़े समुदाय के लोगों को जीवनदायिनी चिकित्सा सुविधाएँ मिल सकेंगी, जो उनके जीवन स्तर को बेहतर बनाएगी ।

(vii) Regarding enhancement and uniformity of the honorarium for Anganwadi workers and the extension of social security benefits to them

श्री दामोदर अग्रवाल (भीलवाड़ा) : वर्तमान में देश भर में कार्यरत लाखों आंगनवाड़ी सेविकाओं एवं सहायिकाओं के द्वारा लम्बे समय से उनकी सेवाओं के नियमितीकरण, मानदेय में यथोचित संशोधन तथा उसका समय पर भुगतान करने तथा उन्हें सामाजिक सुरक्षा सुविधाएं प्रदान करने की मांग लगातार की जा रही है । उल्लेखनीय है कि उनके द्वारा गर्भवती महिलाओं तथा बच्चों, विशेषकर समाज के कमजोर एवं वंचित वर्गों तक पोषण, स्वास्थ्य एवं प्रारंभिक बाल सेवाएं पहुंचाने में अत्यंत महत्वपूर्ण भूमिका निभाई जाती है, इन आंगनबाड़ी में कार्यरत सेविकाओं एवं

सहायिकाओं को उनके कार्यों के अनुपात में पर्याप्त मानदेय नहीं दिया जा रहा है । उनको दिए जाने वाला मानदेय, आज की महंगाई के समय बहुत ही अपर्याप्त है । अतः सरकार से मेरी मांग है कि देश की लाखों आंगनबाड़ी कार्यकर्ताओं और सहयिकाओं के मानदेय में वृद्धि व एकरूपता लाने तथा सामाजिक सुरक्षा सुविधाएं प्रदान करने हेतु के दिशा-निर्देश देने की कृपा करें।

(viii) Need for National Standard Operating Procedure (SOP) for identification, safety audit, demolition and reconstruction of dilapidated Government buildings

डॉ. मन्ना लाल रावत (उदयपुर) : देशभर में अनेक सरकारी भवन, जैसे विद्यालय, चिकित्सालय, आंगनवाड़ी केन्द्र, सरकारी आवास, विभिन्न विभागीय कार्यालय आदि अत्यंत जर्जर अवस्था में हैं । इन भवनों का समय पर तकनीकी परीक्षण, ध्वस्तीकरण एवं पुनर्निर्माण नहीं होने से ये जनसुरक्षा के लिए गंभीर खतरा बने हुए हैं। विशेषकर मानसून के दौरान भारी वर्षा के कारण ऐसे भवनों के ढहने से अनेक स्थानों पर जन-धन की बड़ी हानि होती है। ग्रामीण एवं जनजातीय क्षेत्रों में अनुपयोगी जर्जर भवन जंगली जानवरों, विषैले जीव-जंतुओं तथा असामाजिक तत्वों का आश्रय स्थल भी बन जाते हैं, जिससे स्थानीय नागरिकों की सुरक्षा प्रभावित होती है। वर्तमान में जर्जर सरकारी भवनों की पहचान, संरचनात्मक सुरक्षा मूल्यांकन, उपयोग पर रोक, ध्वस्तीकरण, मलबा निस्तारण एवं पुनर्निर्माण के लिए देशभर में कोई एक समान मानक संचालन प्रक्रिया (SOP) उपलब्ध नहीं है । इसके अभाव में आवश्यक कार्रवाई में विलंब होता है तथा दुर्घटनाओं की संभावना बनी रहती है। अतः सरकार से आग्रह है कि सभी जर्जर सरकारी भवनों के लिए एक समान, समयबद्ध एवं उत्तरदायित्व आधारित राष्ट्रीय मानक संचालन प्रक्रिया (SOP) एवं नई योजना बनाई जाए, जिसमें नियमित सुरक्षा ऑडिट, ध्वस्तीकरण, पुनर्निर्माण तथा आवश्यक वित्तीय प्रावधान सुनिश्चित किए जाएँ, ताकि जन-धन की सुरक्षा एवं सरकारी परिसंपत्तियों का प्रभावी उपयोग सुनिश्चित हो सके।

(ix) Need to provide an Auditorium in the premise of Government Polytechnic establishment at Ramanthapur in Malkajgiri, Telangana

SHRI EATALA RAJENDER (MALKAJGIRI): I wish to draw the attention of the Government to the urgent requirements of two important institutions in my Parliamentary Constituency, Malkajgiri, Telangana. The J.N. Government Polytechnic, Ramanthapur, established in 1958 and serving over 2,000 students, does not have an auditorium. A dedicated facility is essential to conduct academic, cultural, and community programs, including Graduation Day, NSS/NCC activities, and technical festivals.

(x) Need to constitute a regulatory body to prevent deepfake videos and to control misuse of Artificial Intelligence in the country

SHRI P. C. MOHAN (BANGALORE CENTRAL): I wish to draw the attention of the Government to the rapid rise in deepfake videos and misuse of Artificial Intelligence, which poses serious threats to public trust, national security, and individual dignity. In recent months, we have seen AI-generated fake videos of celebrities, public figures, and women being circulated widely on social media. These not only damage reputations but also spread misinformation and communal tension. I urge the Government to establish a dedicated regulatory body to monitor and prevent such misuse of AI and digital tools. Until such a body is formed, stronger enforcement under the IT Rules, 2021 must continue. Social media platforms must be directed to detect, label, and clearly mark AI-generated or altered content as “created media or created video”; Remove fake or harmful videos promptly upon detection; publish transparency reports

on actions taken against such content; and additionally, there must be public awareness campaigns so citizens can differentiate between real and AI-generated content. India must lead the world in responsible AI governance, ensuring technology must remain a tool for progress, not for misuse.

(xi) Need to take comprehensive measures for wellbeing of acid attack victims and enhance the penal provisions against the culprits in the country

SHRI MUKESHKUMAR CHANDRAKAANT DALAL (SURAT): Acid attacks on women in India are the most severe, cruel and strongly condemnable gender-based violence. Beginning from the first such attack in the midnight of midsummer of 1965, then 11-year-old and now 72-year-old Mangla Kumari, now Padma Shri Mangala Kapoor, to today, an average of 200 acid attacks on women, particularly those below 40 years, take place annually. Vitriolage not only destroys the survivor's life but also her mental health. They live a miserable, deserted and helpless life. During the years meant for study, job, marriage and family, their time is spent in police stations, courts, hospitals and psychiatric treatment. Their families also suffer mental and financial distress. Despite stringent laws and government action, attacks persist. Laws and courts have proved inadequate to curb them. I wish to draw the Government's serious attention that, despite Supreme Court guidelines, acid continues to be easily available and openly sold over the counter in every street and market, which must be stopped immediately. Investigation, charge-sheeting, trial and conviction should be speedier. Although Section 124 of the Bharatiya Nyaya

Sanhita, 2023 is adequate, penalties may be enhanced. Survivors should receive free medical treatment, free education, government jobs and special courts.

(xii) Need to ensure mandatory public consultation process and alternative transit arrangements prior to closure of railway crossings for construction of ROBs/RUBs

SHRI RAJIV PRATAP RUDY (SARAN): The Government's initiative to construct Road Over Bridges (ROBs) and Rail Under Bridges (RUBs) is a highly welcome step for public convenience. However, a serious issue has emerged nationwide regarding the sudden closure of railway level crossings (gumtis) to facilitate this construction. Currently, District Magistrates grant permissions to close these crossings without holding any prior discussions with local stakeholders, a public representative and even Member of Parliament. Consequently, once the work begins and the crossing is abruptly shut, it causes severe disruptions for daily commuters and inevitably leads to massive public outcry. A District Magistrate should not be the sole authority empowered to make such unilateral recommendation for closures without engaging the affected stakeholders. There is an immediate need to establish a transparent Standard Operating Procedure (SOP) for this transition. I urgently request the Hon'ble Minister of Railways to take cognizance of this matter. A mandatory public consultation process must be institutionalized before any railway crossing is closed for ROB/RUB construction, ensuring alternative transit arrangements are finalized with local stakeholders to prevent public distress.

(xiii) Need to introduce passenger flight services from Hindon Airport Ghaziabad, Uttar Pradesh to prominent cities in the State

श्री अतुल गर्ग (गाजियाबाद) : मैं मेरे लोकसभा क्षेत्र गाज़ियाबाद स्थित हिंडन एयरफोर्स हवाई अड्डे की ओर आकर्षित करना चाहता हूँ। यह हवाई अड्डा दिल्ली-एनसीआर क्षेत्र के लाखों नागरिकों के लिए सुगम परिवहन का माध्यम बन सकता है। मेरी मांग है कि हिंडन हवाई अड्डे से उत्तर प्रदेश के लखनऊ, प्रयागराज, अयोध्या और गोरखपुर जैसे प्रमुख नगरों के लिए सीधी विमान सेवाएं जल्द से जल्द प्रारंभ की जाएं। इससे पूर्वांचल, अवध और तराई क्षेत्रों से जुड़ाव बढ़ेगा, यात्रियों का समय और खर्च दोनों बचेंगे तथा व्यापार, पर्यटन और सांस्कृतिक आदान-प्रदान को भी प्रोत्साहन मिलेगा। मैं अपेक्षा करता हूँ कि नागरिक उड्डयन मंत्रालय इंडिगो, एयर इंडिया एक्सप्रेस समेत अन्य विमान सेवा प्रदाताओं से समन्वय कर शीघ्र इन क्षेत्रो के लिए उड़ानों की व्यवस्था शुरू कराएगी। इस पहल से हिंडन एयरपोर्ट की क्षमता का भी पूरा उपयोग हो सकेगा।

(xiv) Need to include communities namely, Ahom, Chutia, Koch-Rajbongshi, Moran, Motok and Tea Tribes of Assam in the list of Scheduled Tribes

MD. RAKIBUL HUSSAIN (DHUBRI): I wish to draw a matter of urgent public importance concerning the prolonged delay in the inclusion of the Six Communities of Assam—Ahom, Chutia, Koch-Rajbongshi, Moran, Motok and Tea Tribes—in the Scheduled Tribes list. Despite repeated assurances, the process has remained stalled for years, causing deep socio-economic distress and uncertainty among nearly one crore people belonging to these communities. I wish to know whether the Ministry of Tribal Affairs have held any formal consultations with the Government of Assam and recognised community organisations in this regard. If so, the House deserves clarity on the

dates, nature and outcomes of such consultations over the last three years. Further, I would like to know whether the Registrar General of India or the National Commission for Scheduled Tribes have raised any objections or sought additional justification in this regard. If yes, these details must be placed on record along with the steps the Government proposes to take to resolve pending issues and expedite the decision. I urge the Government to take immediate, transparent and time-bound action to ensure justice to the Six Communities of Assam.

(xv) Need for scientific assessment of coal bed methane reserves and its planned exploration in Singareni coalfield in Telangana and ensure employment of local communities therein

DR. KADIYAM KAVYA (WARANGAL): The coal belt region of Telangana, particularly the Singareni coalfields and the adjoining Mulugu–Bhupalpally region, is reported to possess substantial reserves of Coal Bed Methane (CBM), a cleaner energy resource with significant potential for power generation, industrial use and other applications. Scientific exploration and commercial utilisation of CBM can strengthen the country's energy security, promote cleaner energy, improve safety in underground coal mines by reducing methane accumulation, and generate employment and industrial growth in the coal belt districts of Telangana. However, despite the reported availability of sizeable reserves, exploration and development of CBM resources have not progressed at the desired pace. I, therefore, urge the Government to expedite the detailed exploration and scientific assessment of

Coal Bed Methane reserves in the Telangana coal belt; facilitate the allocation and development of CBM blocks through appropriate policy support and investment; create the necessary infrastructure for extraction and utilisation of CBM; and ensure that local communities receive adequate employment opportunities and developmental benefits from these projects.

(xvi) Need to ensure timely compensation to affected landowners and environmental clearance for the Outer Ring Road (NH 866) Project in Thiruvananthapuram, Kerala

DR. SHASHI THAROOR (THIRUVANANTHAPURAM): I wish to draw the attention to the severe financial hardships being faced by landowners due to delays in releasing compensation for land acquisition under the Outer Ring Road (NH-866) project in Thiruvananthapuram (Navaikulam to Vizhinjam via Thekkada), being developed by the National Highways Authority of India. The project spans 24 villages and affects over 6,500 landowners. While the Government of Kerala has sanctioned Rs.3,200 crore towards land compensation, prompt disbursement remains essential. The estimated compensation cost has escalated from about Rs.1,800 crore to Rs.3,800 crore, with delayed payments attracting interest at 12% annum under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. Many landowners have been unable to conduct land transactions, exacerbating their financial distress. The project is of immense strategic importance as it will decongest Thiruvananthapuram city, improve connectivity between NH-66, Technopark, industrial and logistics hubs and

provide vital hinterland connectivity to the Vizhinjam International Seaport. However, delays in composition disbursement and pending environmental and statutory clearances continue to impede its implementation. I, therefore, urge the Government to ensure prompt disbursement of compensation, expedite pending environmental and statutory approvals, and coordinate closely with the State Government and the NHAI to expedite the process of compensation disbursal.

(xvii) Need for establishment of AIIMS in Palakkad, Kerala

SHRI V. K. SREEKANDAN (PALAKKAD): It has been a demand of the people of Kerala to set up an AIIMS in the State. Palakkad is the most ideal place for the same, as it is centrally located in the State. There is a land acquired for a Coach factory at Kanjikode measuring nearly 250 acres which has been lying unused for last 13 years and is currently in the custody of the Central Government. Since Palakkad is in the middle of Kerala, people from all parts of the State can have easy access to the proposed AIIMS there. Establishing an AIIMS in Palakkad will also benefit people of various districts in the neighbouring State of Tamil Nadu. Therefore, setting up an AIIMS in Palakkad will benefit people of two States. More-over, new diseases are being reported from Kerala for the first time in India and this development demands for an AIIMS in Kerala and that too at Palakkad. I have raised this matter in this Lok Sabha many times. Therefore, it is requested that an AIIMS be set up at Palakkad urgently. The State Government has proposed the said railway land

at Kanjikode for the establishment of an AIIMS at Palakkad very recently.

(xviii) Need to expedite establishment of Central Research Institute of Yoga and Naturopathy at Karinthalam in Kasaragod district, Kerala

SHRI RAJMOHAN UNNITHAN (KASARAGOD): I wish to draw the attention of the Government to the inordinate delay in establishing the Central Research Institute of Yoga & Naturopathy (CRIYN) at Karinthalam Village in Vellarikundu Taluk of Kasaragod district, Kerala. The Government of India had accorded in-principal approval for this prestigious institution, and the Government of Kerala transferred 15 acres of land to the Central Council for Research in Yoga & Naturopathy for its establishment. The foundation stone was laid on 3 February 2019, and ₹90 crore was sanctioned with the assurance that construction would commence at the earliest. However, despite the lapse of more than seven years, no significant progress has been made in infrastructure development or commencement of operations. This has disappointed the people of Kasaragod, who were expecting a national centre of excellence for Yoga, Naturopathy, research, postgraduate education and patient care. The institute would promote preventive healthcare, encourage wellness tourism, and contribute to socio-economic development. I, therefore, urge the Ministry of Ayush to remove all pending bottlenecks, release the remaining funds, expedite construction, and ensure that the Central Research Institute of Yoga and Naturopathy at Karinthalam, Kasaragod is completed and made operational at the earliest in the larger public interest.

(xix) Need to reconsider the proposed Greenfield Vindhya Expressway through Chandauli district, Uttar Pradesh

श्री वीरेन्द्र सिंह (चन्दौली) : मैं सरकार का ध्यान उत्तर प्रदेश के जनपद चंदौली की ओर आकृष्ट करना चाहता हूं। चंदौली एक आकांक्षी एवं कृषि प्रधान जनपद है, जहां अधिकांश जनसंख्या की आजीविका कृषि पर निर्भर है। धान का सर्वाधिक उत्पादन होने के कारण इसे "धान का कटोरा" भी कहा जाता है ।वर्तमान में भारत सरकार की महत्वाकांक्षी भारतमाला परियोजना के अंतर्गत ग्रीनफील्ड एक्सप्रेस-वे का निर्माण कार्य पचफेड़वा से कुप्पापुर होते हुए गाजीपुर जनपद के जमानिया के निकट पूर्वांचल एक्सप्रेस-वे तक किया जा रहा है। इस परियोजना पर कार्य प्रगति पर है ।इसी बीच उत्तर प्रदेश सरकार द्वारा यूपीआईडीए के माध्यम से कर्मनाशा नदी के किनारे-किनारे नरवन बेल्ट के अति उपजाऊ कृषि क्षेत्र से प्रस्तावित विंध्य एक्सप्रेस-वे का सर्वे कराया जा रहा है। यह प्रस्तावित मार्ग भारतमाला परियोजना के समानांतर मात्र लगभग 3 से 4 किलोमीटर की दूरी पर है। इस प्रस्ताव के कारण नरवन, महाइच परगना तथा आसपास के अनेक गांवों के हजारों किसानों की उपजाऊ कृषि भूमि प्रभावित होने की आशंका उत्पन्न हो गई है ।इस प्रस्ताव के विरोध में किसान कई महीनों से शांतिपूर्ण ढंग से "भूमि बचाओ आंदोलन" चला रहे हैं। किसानों का कहना है कि जब प्रस्तावित विंध्य एक्सप्रेस-वे अंततः नौबतपुर होते हुए कर्मनाशा नदी के किनारे आकर भारतमाला परियोजना के ग्रीनफील्ड मार्ग से ही जुड़ना है, तब इतने कम अंतर पर एक और समानांतर एक्सप्रेस-वे का निर्माण न केवल कृषि भूमि का अनावश्यक अधिग्रहण करेगा, बल्कि किसानों की आजीविका, क्षेत्र की कृषि व्यवस्था तथा पर्यावरण पर भी प्रतिकूल प्रभाव डालेगा ।समाजवादी पार्टी किसानों की इस वाजिब मांग के साथ खड़ी है और सरकार से मांग करती है कि किसानों की भावनाओं एवं जनहित को दृष्टिगत रखते हुए प्रस्तावित विंध्य एक्सप्रेस-वे के वर्तमान सर्वे एवं प्रस्ताव का पुनर्विचार कराया जाए तथा भारतमाला परियोजना के समानांतर अति उपजाऊ कृषि भूमि से इस एक्सप्रेस-वे के निर्माण के प्रस्ताव को निरस्त कर किसानों के हितों की रक्षा सुनिश्चित की जाए।

(xx) Regarding construction of railway underpass/ flyover in Pratapgarh Parliamentary Constituency, Uttar Pradesh

डॉ. शिव पाल सिंह पटेल (प्रतापगढ़) : मैं माननीय रेल मंत्री जी का ध्यान अपने संसदीय क्षेत्र प्रतापगढ़ (उत्तर प्रदेश) में रेल अंडरपासों के अभाव के कारण उत्पन्न गंभीर जनसमस्या की ओर आकर्षित करना चाहता हूँ – 1. ग्रामसभा मसौली – फतनपुर (वि०ख० गौरा, तहसील रानीगंज) लखनऊ–वाराणसी रेल मार्ग पर पोल संख्या 874 उत्तर एवं 874 दक्षिण के मध्य प्रस्तावित अंडरपास लगभग 50 से अधिक ग्रामसभाओं के लिए अत्यंत महत्वपूर्ण है। 2. चिलबिला – कोहंडौर मार्ग (वि०ख० मंगरौरा) पोल संख्या 85/8 एवं 85/9 के मध्य स्थित बंधनपट्टी – नरहरपुर मार्ग लगभग 100 वर्ष पुराना ऐतिहासिक संपर्क मार्ग है, जिसे वर्ष 2013 में रेलवे द्वारा बंद कर दिया गया, जिससे लगभग 300 ग्रामों की जनता प्रभावित हुई है। 3. ग्रामसभा रंगौली (वि०ख० मान्धाता, तहसील सदर) प्रयागराज–प्रतापगढ़ रेल खंड पर विश्वनाथगंज–भुपियामऊ स्टेशन के मध्य पोल संख्या 109/5 एवं 109/6 के बीच प्रस्तावित अंडरपास, प्रयागराज–अयोध्या राजमार्ग को जोड़ने वाला एक महत्वपूर्ण लिंक स्थापित करेगा। अतः मैं माननीय रेल मंत्री जी से आग्रह करता हूँ कि जनहित एवं क्षेत्रीय विकास को दृष्टिगत रखते हुए उपर्युक्त सभी स्थलों पर रेल अंडरपास/फ्लाईओवर निर्माण के प्रस्तावों को प्राथमिकता के आधार पर स्वीकृति प्रदान करने की कृपा करें।

(xxi) Need to take comprehensive measures for holistic development of schools in the Santhal areas of Paschim Medinipur, West Bengal

SHRIMATI JUNE MALIAH (MEDINIPUR): I wish to draw the attention of the Hon'ble Minister of Education to the urgent need for improving educational infrastructure in the Santhal-dominated areas of Paschim Medinipur, West Bengal. Many schools in these tribal regions continue to face shortages of classrooms, qualified teachers, science laboratories, libraries, digital learning

facilities, and hostels for students living in remote villages. Poor connectivity and inadequate educational resources contribute to higher dropout rates, particularly among tribal children and girls. There is a need to strengthen school infrastructure, fill teacher vacancies, expand residential schooling facilities, provide digital education resources, and promote teaching in tribal languages alongside the regular curriculum to improve learning outcomes. Special focus should also be given to scholarships, skill development, and career guidance for tribal students. I urge the Hon'ble Minister of Education to take appropriate measures for the holistic development of schools in the Santhal areas of Paschim Medinipur so that tribal children receive quality, inclusive, and equitable education.

(xxii) Need to set up an independent academic review mechanism to justify and restore the useful contents removed from NCERT text books since 2022

SHRI KIRTI AZAD (BARDHAMAN-DURGAPUR): I wish to draw the attention of the Government to growing concerns regarding opaque deletions and selective rewriting of NCERT textbooks since 2022. NCERT's own rationalisation records show that the Class X Science textbook lost its chapter on the Periodic Classification of Elements and most of its content on evolution, with the chapter renamed from Heredity and Evolution to Heredity. These changes prompted objections from over 1,800 scientists. The same exercise also removed entire chapters on Democracy and Diversity, Popular Struggles and Movements, Challenges to Democracy, and the Industrial Revolution,

besides significant portions on the Mughal period and the Partition. Subsequent revisions diluted references to major historical events, including the Babri Masjid demolition, while recent textbooks substantially altered the treatment of medieval Indian history. On 25 February 2026, NCERT admitted that "inappropriate textual material and error of judgement" had been included in a Class VIII Social Science textbook. The Hon'ble Supreme Court directed seizure of the books, restrained further publication, and ordered disclosure of the approving committee and relevant records. I urge the Government to disclose all textbook revisions since 2022, expert committee proceedings, establish an independent academic review mechanism, and restore content removed without adequate academic justification.

(xxiii) Need to develop Podhigai Malai and Thenkasi Eco & Nature Tourism trail in Tamil Nadu as tourist destinations

DR. RANI SRIKUMAR (TENKASI): I wish to draw the attention of the Government to the immense tourism potential of Podhigai Malai in the Western Ghats and the scenic waterfalls of Thenkasi in Tamil Nadu. The Union Budget has proposed the development of thematic tourism trails across the country, including Eco and Nature Trails. This presents a valuable opportunity to develop the Podhigai Malai–Thenkasi region as a model eco-tourism destination. The Government may consider providing financial and technical support for eco-friendly infrastructure, improved road connectivity, visitor amenities, interpretation centres, trekking facilities, digital tourist information, safety measures and skill development for local youth. Such initiatives would

promote sustainable tourism, generate employment, strengthen conservation of the fragile Western Ghats ecosystem and enhance the livelihoods of local communities. I urge the Government to accord priority to the development of the Podhigai Malai and Thenkasi Eco & Nature Tourism Trail under the Budget announcement.

(xxiv) Need to introduce regular flight service from Salem in Tamil Nadu to New Delhi and Mumbai

SHRI A. MANI (DHARMAPURI): I wish to draw the attention of the Government to the urgent need for introducing direct air services from Salem Airport to New Delhi and Mumbai. Salem is one of the fastest-growing industrial, textile, steel, educational and healthcare hubs in Tamil Nadu. The city and its surrounding districts contribute significantly to the country's economy through exports, manufacturing and MSMEs. However, the absence of direct flights to the national capital and the financial capital causes considerable inconvenience to businesspersons, students, patients, government officials and tourists. Salem Airport is operational and currently handles scheduled domestic flights. Expanding connectivity to New Delhi and Mumbai would promote trade, investment, tourism and employment, while improving access to Central Government offices and major commercial centres. I, therefore, urge the Ministry of Civil Aviation to direct the concerned authorities and airlines to introduce regular direct flights from Salem to New Delhi and Salem to Mumbai at the earliest in the larger public interest.

(xxv) Need to expeditiously release the pending artist pensions to beneficiaries of Eluru, Andhra Pradesh and other parts of country

SHRI PUTTA MAHESH KUMAR (ELURU): I rise today to highlight the difficulties faced by our veteran artists. The Ministry of Culture provides financial assistance to senior artists who have made significant contributions to India's cultural and artistic heritage. After dedicating their lives to preserving and promoting the arts, this pension serves as an essential source of support in their old age. However, beneficiaries under this scheme have not received their pensions since 2019, leaving arrears pending for nearly six years. As a result, many elderly artists are struggling to meet basic needs, including medical treatment, rent, and daily living expenses. I urge the Hon'ble Minister to expedite the release of the pending artist pensions for beneficiaries across the country, particularly those from Eluru, so that these veteran artists receive the support they rightfully deserve.

(xxvi) Need for establishment of a separate railway division for Marathwada region

SHRI SANDIPANRAO ASARAM BHUMARE (AURANGABAD): For the overall development of Marathwada region and for the enhancement of railway facilities, it is the need of the hour to establish a **'Separate Railway Division'** for Marathwada. My Lok Sabha constituency Chhatrapati Sambhajinagar and a large part of Marathwada fall under the Nanded division of South-Central Railway. However, this delays the implementation of local railway projects, development of infrastructure and decision-making regarding passenger

facilities. If a separate railway division is established, works like new railway projects, doubling of lines, electrification and station development will be accelerated. It will create better rail connectivity by connecting historical and religious tourist destinations like Ajanta, Ellora, Paithan and Aundha Nagnath in Marathwada. Also, in view of the investment due to the Delhi-Mumbai Industrial Corridor in the Shendra-Bidkin industrial area, it is imperative to develop separate logistics facilities and railway terminals for freight transport at a rapid pace. This division will also generate employment at the local level through new offices and technical institutions. Marathwada has been neglected in terms of railway infrastructure for a long time. Therefore, the Central Government should take urgent note of this demand to bring this region into the flow of balanced development. I request the Railway Minister to take a positive decision on this by directing to prepare a Detailed Feasibility Report (DPR) for the establishment of a separate railway division for Marathwada immediately.

(xxvii) Regarding establishment of a Kendriya Vidyalaya in Naugachia, Bihar and early operationalisation of Vikramshila Central University in the State

श्री अजय कुमार मंडल (भागलपुर) : केन्द्रीय शिक्षा संस्थान के रूप में भागलपुर संसदीय क्षेत्र में एक नवोदय विद्यालय, कहलगांव में एक केंद्रीय विद्यालय एवं ट्रिपल आईटी चल रहा है। अब भागलपुर शहर में नया केंद्रीय विद्यालय खुल रहा है। विक्रमशिला विश्वविद्यालय के लिए केंद्र से पाँच सौ करोड़ रुपया आवंटित हो चुका है। मेरी केंद्र सरकारी से मांग है कि नवगछिया अनुमंडल में एक नए केंद्रीय विद्यालय की स्थापना हो एवं विक्रमशिला केंद्रीय विश्वविद्यालय जल्द से जल्द

स्थापित किया जाए।

(xxviii) Need to conduct the ongoing Special Intensive Revision (SIR) of electoral rolls in Andhra Pradesh in transparent and neutral manner

DR. GUMMA THANUJA RANI (ARAKU): The integrity of the electoral roll is vital for India's democracy. The process of revision must be transparent to ensure no genuine voter is excluded. However, the Special Intensive Revision (SIR) in Andhra Pradesh has exposed serious procedural lapses. Official records show enumeration forms were distributed but never reached voters in several areas. Digitization remains uneven, and many Booth Level Officers were unavailable during notified hours due to excessive workloads. Furthermore, voter verification has been hampered in remote, forest, and tribal regions. The ongoing SIR exercise must be transparent, error free and accurate so that the neutrality of the revision process could be maintained. Any wrongful exclusion undermines public confidence in free and fair elections. I urge the Ministry of Law and Justice to take up the matter with the Election Commission of India, extend the ongoing Special Intensive Revision (SIR) exercise by one month, ensure the revision process is conducted in a fair, transparent, and politically neutral manner, and ensure that no eligible voter's name is deleted without due verification and adequate opportunity to respond.

(xxix) Need for fair compensation to farmers in Rajasthan for land used for Transmission Tower and Corridors

श्री हनुमान बेनीवाल (नागौर) : मैं विद्युत मंत्री जी का ध्यान राजस्थान सहित देश के उन राज्यों

की ओर आकर्षित करना चाहता हूँ, जहाँ उच्च क्षमता की विद्युत प्रसारण लाइनों हेतु टावर लगाने व कॉरिडोर बनाने हेतु किसानों से अवाप्त की जाने वाली कृषि भूमि का बाजार मूल्य के अनुसार वास्तविक मुआवजा नहीं दिया जा रहा है ,भारत सरकार के विद्युत मंत्रालय द्वारा 21 मार्च, 2025 को जारी सप्लीमेंट्री गाइडलाइन के अनुसार जिन राज्यों में डीएलसी दरें वास्तविक बाजार मूल्य से कम हैं, वहाँ जिला कलक्टर की अध्यक्षता में मार्किट रेट कमेटी का गठन कर स्वतंत्र मूल्यांकन के आधार पर भूमि का उचित मूल्य निर्धारित करने के निर्देश है। दुर्भाग्यवश, राजस्थान सहित अनेक राज्यों में इन समितियों का गठन नहीं होने से किसानों को आज भी कम दरों पर मुआवजा दिया जा रहा है तथा निजी कम्पनियो द्वारा जबरन यह कार्य किया जाता है इससे किसानों में शासन के प्रति असंतोष व्यापत है। अत: टावर बेस का चार गुना तथा राइट ऑफ़ वे कॉरिडोर के लिए बाजार दर के अनुसार मुवाअजा देने का प्रावधान बनाने ,राजस्थान के सभी जिलों में शीघ्रता से एमआरसी का गठन करने हेतु आवश्यक निर्देश जारी कर ट्रांसमिशन लाईनो से प्रभावित किसानों को राहत प्रदान की जाये।

(xxx) Need for viaduct based reconstruction of Reinforced Earth Wall on NH 66 at Mylakkad in Kottiyam, Kerala

SHRI N. K. PREMACHANDRAN (KOLLAM): The reinforced earth (RE) wall constructed at Mylakkad, Kottiyam, on National Highway 66 in my Parliamentary Constituency, Kollam, collapsed, raising serious concerns regarding the structural safety. The reinforced earth wall already constructed is unsafe due to the weak load bearing capacity. Similar reinforced earth wall structures have experienced sliding and recurring accidents, demonstrating their vulnerability and the risk to public safety. The soil in this area has poor load-bearing capacity, making the existing embankment susceptible to instability and possible collapse, particularly during heavy rainfall. In the

interest of protecting lives and property, an immediate geotechnical and structural safety assessment is requested. The existing reinforced earth wall should be reconstructed as a viaduct to ensure long-term stability, prevent future accidents, and provide a safe highway for the public. Hence I urge upon that all the existing reinforced earth wall in my Constituency will be reconstructed as pillar based elevated highway (viaduct).

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… (व्यवधान)

HON. CHAIRPERSON: I am again requesting the hon. Members to go back to their seats.

… (*Interruptions*)

माननीय सभापति : माननीय सदस्यगण, आज श्री कल्याण बनर्जी जी ने महिला सांसदों के साथ असंसदीय भाषा का प्रयोग एवं असंसदीय टिप्पणियां की हैं, जिसकी लिखित शिकायत माननीय अध्यक्ष जी को प्राप्त हुई है। यह महिला सांसदों और सदन की गरिमा के विरुद्ध है। सांसद का यह व्यवहार बहुत ही आपत्तिजनक है। इस पर तुरंत कार्रवाई करने के लिए, मैं माननीय संसदीय राज्य मंत्री श्री अर्जुन राम मेघवाल जी से आग्रह करता हूं कि वह प्रस्ताव प्रस्तुत करें।

14.07 hrs

SUSPENSION OF MEMBER FROM THE SERVICE OF THE HOUSE UNDER RULE 374

विधि और न्याय मंत्रालय के राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री अर्जुन राम मेघवाल) : सभापति महोदय, मैं आपकी अनुमति से प्रस्ताव करता हूं :

"कि श्री कल्याण बनर्जी, जो इस सभा के सदस्य हैं और जिन्होंने महिला सांसदों के साथ अभद्रता व दुर्व्यवहार भी किया है। अतः उन्हें सत्र की शेष अवधि के लिए सभा की सेवा से

निलंबित किया जाए।"... (व्यवधान)

माननीय सभापति : माननीय मंत्री जी ने सदस्य के निलंबन हेतु जो प्रस्ताव पेश किया है, अब मैं इस प्रस्ताव को सभा के समक्ष मतदान के लिए रखता हूं।

प्रश्न यह है :

"कि श्री कल्याण बनर्जी, जो इस सभा के सदस्य हैं और जिन्होंने महिला सांसदों के साथ अभद्रता व दुर्व्यवहार भी किया है। अतः उन्हें सत्र की शेष अवधि के लिए सभा की सेवा से निलंबित किया जाए।"

प्रस्ताव स्वीकृत हुआ।

माननीय सभापति : तदनुसार सदस्य को सत्र की शेष अवधि के लिए सभा की सेवा से निलंबित किया जाता है। वे तत्काल सभा के परिसर से बाहर चले जाएं।

———

... (व्यवधान)

माननीय सभापति : सभा की कार्यवाही कल गुरुवार, दिनांक 23 जुलाई 2026 को प्रातः ग्यारह बजे तक के लिए स्थगित की जाती है।

14.09 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, July 23, 2026/ Sravana 01,1948 (Saka).

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