

Wednesday, December 3, 2025
Agrahayana 12, 1947 (Saka)



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NEW DELHI

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**Eighteenth Series, Vol. XI, Sixth Session, 2025/1947 (Saka)
No. 3, Wednesday, December 3, 2025/ Agrahayana 12, 1947 (Saka)**

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LOK SABHA DEBATES

LOK SABHA

Wednesday, December 3, 2025/ Agrahayana 12, 1947 (Saka)

The Lok Sabha met at Eleven of the Clock

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

माननीय अध्यक्ष: अगर नारे नहीं लगाएं तो उचित रहेगा।

11.01 hrs

OBITUARY REFERENCES

माननीय अध्यक्ष: माननीय सदस्यगण, मुझे अत्यंत दुःख के साथ हमारे तीन पूर्व साथियों के निधन के बारे में सूचित करना है।

श्री काली प्रसाद पांडे आठवीं लोक सभा के सदस्य थे और बिहार के गोपालगंज संसदीय क्षेत्र का प्रतिनिधित्व करते थे। वे बिहार विधान सभा में भी सदस्य रहे।

श्री काली प्रसाद पांडे का निधन दिनांक 22 अगस्त, 2025 को 78 वर्ष की आयु में दिल्ली में हुआ।

श्री रामेश्वर डूडी राजस्थान के बीकानेर संसदीय निर्वाचन क्षेत्र से तेरहवीं लोक सभा के सदस्य थे तथा वे खाद्य नागरिक आपूर्ति और सार्वजनिक वितरण संबंधी समिति के सदस्य रहे। वे राजस्थान विधान सभा के सदस्य भी रहे और उन्होंने विधान सभा में नेता प्रतिपक्ष के रूप में अपनी सेवाएं दीं। श्री रामेश्वर डूडी का निधन 62 वर्ष की आयु में 04 अक्टूबर, 2025 को बीकानेर में हुआ।

श्री श्याम सुंदर लाल छठी लोक सभा के सदस्य थे। वह राजस्थान के तत्कालीन बयाना संसदीय क्षेत्र का प्रतिनिधित्व करते थे।

श्री श्याम सुंदर लाल का निधन 28 नवम्बर, 2025 को दिल्ली में 89 वर्ष की आयु में हुआ।

यह सभा अपने पूर्व सहयोगियों के निधन पर गहरा शोक व्यक्त करती है और शोकसंतप्त परिवारों के प्रति अपनी संवेदना व्यक्त करती है।

अब, सभा दिवंगत आत्माओं के सम्मान में मौन रहेगी।

11.03 hrs

The Members then stood in silence for a short while.

माननीय अध्यक्ष : ॐ शांति: शांति: शांति: ।

11.04 hrs

ORAL ANSWERS TO QUESTIONS

#Starred Question Nos. 41 to 48

माननीय अध्यक्ष: प्रश्न काल, प्रश्न संख्या 41, श्री नव चरण माझी ।

ASSESSMENT OF PDS OPERATIONS

***41. +SHRI NABA CHARAN MAJHI:**

SHRIMATI ROOPKUMARI CHOUDHARY:

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

- (a) whether the Government has conducted any assessment regarding the operation of the Public Distribution System (PDS) in aspirational districts of the country, State and district-wise particularly in Sirohi district of Rajasthan, North-East India and various districts of Uttar Pradesh including Baghpat Lok Sabha Constituency;
- (b) if so, the objectives and key findings of the said assessment along with the list of aspirational districts of Bihar;
- (c) whether the Government has identified specific areas for improvement related to procurement, storage, distribution or grievance redressal under the PDS in the country, State and district-wise particularly in Chhattisgarh State and Tribal dominated districts State and district-wise like Palghar in Maharashtra;

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

- (d) if so, the details thereof particularly in respect of various districts of Uttar Pradesh including Baghpat Lok Sabha Constituency;
- (e) the efforts being made to connect other eligible persons to the said scheme;
- (f) the key findings and corrective actions of any assessment, survey or review conducted by the Central or State Governments regarding the operation of the PDS, availability of food grains, offtake/lifting, distribution, transparency, Aadhaar/e-PoS authentication and efficiency of the grievance redressal mechanism in the country particularly aspirational districts of Chhattisgarh;
- (g) the details of the quantity of various grains distributed by the Government through the PDS during the last three years, year-wise and State-wise particularly in respect of Himachal Pradesh; and
- (h) the details of beneficiaries receiving various grains through the PDS particularly in respect of Himachal Pradesh, grain-wise, year-wise and State-wise?

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

(a) to (h) A **Statement** is laid on the Table of the House.

STATEMENT

(a) and (b) The Department undertook an exercise to assess the functioning of PDS operations and implementation of Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY) across all 112 Aspirational Districts between June-August 2025. The objectives of the exercise were to assess the i) functioning of Fair

Price Shops (FPS), ii) review procurement centre operations, iii) evaluate the infrastructure and efficiency of depots under the Food Corporation of India (FCI) and the Central Warehousing Corporation (CWC), iv) gather feedback from beneficiaries under PMGKAY and v) address grievances raised through CPGRAMS in these districts. In total, the exercise covered 113 Procurement Centres, 277 Fair Price Shops, 108 depots and interactions with 458 PMGKAY beneficiaries. The list of districts covered in the exercise including in the States of Rajasthan, Uttar Pradesh, North-eastern states and Bihar are given in the enclosed **Annexure- I**.

(c) to (f) Based on the assessment undertaken across all 112 Aspirational Districts, the Government has identified specific areas where further strengthening of procurement, storage, distribution, and grievance-redressal mechanisms would enhance overall efficiency of the Public Distribution System.

In procurement operations, the exercise found that the majority of procurement centres were functioning effectively, however certain centres would benefit from upgraded infrastructural facilities and ensuring timely payments for MSP to farmers.

In storage, while FCI and CWC depots largely met prescribed parameters, opportunities were noted for improving infrastructure, training on scientific storage practices for FCI and CWC officials and creating a self-assessment tool for State storage depots similar to the Depot Darpan portal.

In distribution, Fair Price Shops generally functioned satisfactorily and beneficiaries reported high levels of satisfaction with e-PoS based delivery; however, in a small number of cases, connectivity issues and device failures led

to delays or multiple visits. The exercise identified scope to enhance beneficiary awareness on PMGKAY, fortified rice, and portability; provide e-receipts to beneficiaries ensure timely payment of commission to FPS dealers and ensure minimum facilities at FPSs.

In grievance-redressal, the assessment highlighted the need for more integrated grievance channels, improved functioning of Vigilance Committees and State Food Commissions and introduce AI- based solutions to gather feedback from beneficiaries.

(g) The details of the quantity of various grains distributed by the Government through the PDS during the last three years, year-wise and State-wise are given in the enclosed **Annexure- II**.

(h) Details of beneficiaries receiving various grains through the PDS grain-wise, year-wise and State-wise are given in the enclosed **Annexure- III**.

ANNEXURE-I

List of Aspirational Districts covered state-wise

Sr. No.	State	District
1	Andhra Pradesh	Vizianagaram
2	Andhra Pradesh	Visakhapatnam
3	Andhra Pradesh	Y.S.R. Kadapa
4	Arunachal Pradesh	Namsai
5	Assam	Goalpara
6	Assam	Barpeta
7	Assam	Hailakandi
8	Assam	Baksa

9	Assam	Darrang
10	Assam	Udalguri
11	Assam	Dhubri
12	Bihar	Sitamarhi
13	Bihar	Araria
14	Bihar	Purnia
15	Bihar	Katihar
16	Bihar	Muzaffarpur
17	Bihar	Begusarai
18	Bihar	Khagaria
19	Bihar	Banka
20	Bihar	Sheikhpura
21	Bihar	Aurangabad
22	Bihar	Gaya
23	Bihar	Nawada
24	Bihar	Jamui
25	Chhattisgarh	Korba
26	Chhattisgarh	Rajnandgaon
27	Chhattisgarh	Mahasamund
28	Chhattisgarh	Kanker
29	Chhattisgarh	Narayanpur
30	Chhattisgarh	Dantewada
31	Chhattisgarh	Bijapur
32	Chhattisgarh	Bastar
33	Chhattisgarh	Kondagaon
34	Chhattisgarh	Sukma
35	Gujarat	Dahod

36	Gujarat	Narmada
37	Haryana	Nuh (Mewat)
38	Himachal Pradesh	Chamba
39	Jammu & Kashmir	Baramulla
40	Jammu & Kashmir	Kupwara
41	Jharkhand	Bokaro
42	Jharkhand	Chatra
43	Jharkhand	Dumka
44	Jharkhand	East Singhbhum
45	Jharkhand	Garhwa
46	Jharkhand	Giridih
47	Jharkhand	Godda
48	Jharkhand	Gumla
49	Jharkhand	Hazaribagh
50	Jharkhand	Latehar
51	Jharkhand	Lohardaga
52	Jharkhand	Pakur
53	Jharkhand	Palamu
54	Jharkhand	Ranchi
55	Jharkhand	Sahibganj
56	Jharkhand	Simdega
57	Jharkhand	West Singhbhum
58	Jharkhand	Khunti
59	Jharkhand	Ramgarh
60	Karnataka	Yadgir
61	Karnataka	Raichur
62	Kerala	Wayanad

63	Madhya Pradesh	Barwani
64	Madhya Pradesh	Chhatarpur
65	Madhya Pradesh	Damoh
66	Madhya Pradesh	East Nimar (Khandwa)
67	Madhya Pradesh	Guna
68	Madhya Pradesh	Rajgarh
69	Madhya Pradesh	Vidisha
70	Madhya Pradesh	Singrauli
71	Maharashtra	Gadchiroli
72	Maharashtra	Washim
73	Maharashtra	Nandurbar
74	Maharashtra	Osmanabad
75	Manipur	Chandel
76	Meghalaya	Ri Bhoi
77	Mizoram	Mamit
78	Nagaland	Kiphire
79	Odisha	Balangir
80	Odisha	Dhenkanal
81	Odisha	Gajapati
82	Odisha	Kalahandi
83	Odisha	Kandhamal
84	Odisha	Koraput
85	Odisha	Malkangiri
86	Odisha	Nabarangapur
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	Gyalshing (West Sikkim)
97	Tamil Nadu	Ramanathapuram
98	Tamil Nadu	Virudhunagar
99	Telangana	Jayashankar Bhoopalapally
100	Telangana	KumuramBheen Asifabad
101	Telangana	Bhadradi Kothagudem
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	Udham Singh Nagar
112	Uttarakhand	Haridwar

ANNEXURE-II**State-wise, Year wise Distribution of foodgrains (in MT)**

State/UT	2023				2024				2025 till date			
	Wheat	Rice	Coarse grains	Total	Wheat	Rice	Coarse grains	Total	Wheat	Rice	Coarse grains	Total
ANDAMAN AND NICOBAR ISLANDS	534	3,697	-	4,231	535	3,701	-	4,236	437	3,024	-	3,461
ANDHRA PRADESH	2,727	17,17,331	17,005	17,37,063	-	17,15,489	27,278	17,42,767	-	14,39,633	18,865	14,58,497
ARUNACHAL PRADESH	-	50,190	-	50,190	-	51,783	-	51,783	-	42,442	-	42,442
ASSAM	-	11,99,564	-	11,99,564	-	14,90,491	-	14,90,491	-	13,25,586	-	13,25,586
BIHAR	10,41,220	41,73,458	-	52,14,677	10,87,100	39,41,498	-	50,28,598	9,98,939	31,88,017	-	41,86,955
CHHATTISGARH	-	13,38,063	-	13,38,063	-	13,41,737	-	13,41,737	45	11,22,263	-	11,22,308
DADAR & NAGAR HAVELI & DAMAN & DIU	1,488	14,393	-	15,881	1,573	15,236	-	16,810	1,303	12,600	-	13,903
DELHI	2,85,196	1,88,276	-	4,73,472	3,17,261	2,11,136	-	5,28,397	2,69,269	1,79,034	-	4,48,302
GOA	0	29,690	-	29,690	0	29,193	-	29,193	0	23,705	-	23,705
GUJARAT	9,12,015	11,66,874	56,788	21,35,677	9,55,869	10,83,571	1,51,579	21,91,020	8,19,117	8,26,608	89,140	17,34,865

HARYANA	7,28,445	-	41,037	7,69,482	7,01,301	-	3,44,817	10,46,118	6,67,010	-	2,17,422	8,84,432
HIMACHAL PRADESH	1,08,360	89,195	-	1,97,555	1,02,997	77,725	-	1,80,722	81,969	60,969	-	1,42,938
JAMMU AND KASHMIR	1,13,901	3,05,019	-	4,18,920	1,16,663	3,08,427	-	4,25,090	99,746	2,59,046	-	3,58,792
JHARKHAND	3,16,302	13,09,299	-	16,25,601	3,54,643	12,82,283	-	16,36,927	3,01,893	10,64,384	-	13,66,277
KARNATAKA	-	20,81,372	4,12,564	24,93,936	-	20,96,229	4,01,286	24,97,515	-	16,16,089	4,67,639	20,83,728
KERALA	1,62,574	8,16,596	487	9,79,657	1,77,047	8,19,771	16	9,96,834	1,41,653	6,57,906	0	7,99,558
LADAKH	4,317	3,486	-	7,803	4,290	3,462	-	7,752	3,483	2,833	-	6,316
LAKSHADWEEP	-	611	-	611	-	1,325	-	1,325	-	1,138	-	1,138
MADHYA PRADESH	12,72,253	19,31,154	2,814	32,06,221	15,08,165	18,38,784	-	33,46,949	13,97,705	13,36,206	840	27,34,751
MAHARASHTA	14,29,955	25,75,273	16,732	40,21,960	15,05,662	26,09,003	61,265	41,75,930	12,66,968	22,08,836	74,972	35,50,776
MANIPUR	-	27,919	-	27,919	-	-	-	-	-	-	-	-
MEGHALAYA	-	1,24,324	-	1,24,324	-	1,26,222	-	1,26,222	-	1,04,471	-	1,04,471
MIZORAM	-	46,379	-	46,379	-	46,687	-	46,687	-	38,162	-	38,162
NAGALAND	-	71,297	-	71,297	-	72,084	-	72,084	-	59,740	-	59,740

ODISHA	5	22,18,705	-	22,18,710	1,710	22,22,057	-	22,23,767	3,450	18,37,974	-	18,41,424
PUNJAB	6,37,593	-	-	6,37,593	8,77,366	-	-	8,77,366	6,57,068	-	-	6,57,068
RAJASTHAN	26,07,589	-	-	26,07,589	25,65,551	-	-	25,65,551	20,76,672	-	-	20,76,672
SIKKIM	-	17,577	-	17,577	-	19,770	-	19,770	-	14,125	-	14,125
TAMIL NADU	53,826	23,12,809	4,307	23,70,942	61,511	22,74,984	2,837	23,39,331	56,089	18,90,091	2,373	19,48,553
TELANGANA	-	12,07,709	-	12,07,709	-	12,25,778	-	12,25,778	0	10,46,500	-	10,46,500
TRIPURA	-	1,60,174	-	1,60,174	-	1,61,241	-	1,61,241	-	1,32,463	-	1,32,463
UTTAR PRADESH	37,96,600	56,48,851	3,342	94,48,792	37,01,339	53,51,166	3,71,394	94,23,899	31,39,278	42,91,460	1,64,280	75,95,019
UTTARAKHAND	1,25,397	2,00,901	-	3,26,298	1,41,027	2,29,360	0	3,70,387	1,16,278	1,86,940	2,461	3,05,679
WEST BENGAL	15,40,228	23,10,641	-	38,50,869	15,51,516	23,28,144	-	38,79,660	12,99,814	19,50,501	-	32,50,315
Grand Total	1,51,40,525	3,33,40,829	5,55,077	4,90,36,431	1,57,33,126	3,29,78,337	13,60,473	5,00,71,936	1,33,98,186	2,69,22,745	10,37,991	4,13,58,922

Note: Distribution data for year 2025 is till Oct 2025 & Manipur state is not reporting distribution data from May, 2023

ANNEXURE-III**State wise and Year Wise PMGKAY Beneficiaries**

S.No.	State Name	2023	2024	2025 (as on date)
1	ANDAMAN AND NICOBAR ISLANDS	61,660	59,374	61,275
2	ANDHRA PRADESH	2,68,97,569	2,68,30,680	2,68,23,200
3	ARUNACHAL PRADESH	8,83,237	8,83,191	8,83,172
4	ASSAM	2,29,02,389	2,31,58,866	2,47,94,442
5	BIHAR	8,78,80,314	8,38,00,818	8,56,28,689
6	CHANDIGARH	3,23,354	3,55,674	3,55,348
7	CHHATTISGARH	2,00,00,746	1,99,21,016	1,98,78,551
8	DADAR & NAGAR HAVELI & DAMAN & DIU	2,68,463	2,72,704	2,65,135
9	DELHI	72,81,586	72,77,742	72,77,810
10	GOA	4,85,754	4,79,079	4,75,594
11	GUJARAT	3,72,50,062	3,83,90,798	3,48,83,971
12	HARYANA	1,78,66,188	2,01,17,555	1,58,88,826
13	HIMACHAL PRADESH	53,16,749	29,16,512	28,50,806
14	JAMMU AND KASHMIR	66,47,484	66,53,230	67,35,202
15	JHARKHAND	2,64,85,330	2,63,99,419	2,51,94,252
16	KARNATAKA	4,04,21,534	4,01,93,000	4,01,93,208
17	KERALA	1,52,26,706	1,50,61,242	1,47,61,132
18	LADAKH	1,24,885	1,23,239	1,14,543
19	LAKSHADWEEP	23,456	23,787	23,720
20	MADHYA PRADESH	5,26,52,028	5,54,18,818	5,34,00,925
21	MAHARASHTRA	6,65,71,685	6,84,32,163	6,84,18,145
22	MANIPUR	20,52,296	20,92,507	21,11,328
23	MEGHALAYA	21,14,904	21,16,248	21,16,184
24	MIZORAM	6,96,507	6,96,396	7,07,336
25	NAGALAND	11,64,722	12,24,649	11,62,808
26	ODISHA	3,25,02,104	3,23,92,303	2,34,79,616
27	PUDUCHERRY	6,84,590	6,99,046	7,01,070
28	PUNJAB	1,46,43,697	1,59,45,516	1,53,58,402
29	RAJASTHAN	4,37,84,306	4,36,96,914	4,44,53,189
30	SIKKIM	3,81,502	3,83,502	3,77,248

31	TAMIL NADU	3,65,07,636	3,60,35,078	3,65,19,481
32	TELANGANA	1,91,75,502	1,92,27,039	1,91,99,575
33	TRIPURA	24,42,730	24,35,165	23,47,440
34	UTTARAKHAND	60,73,150	60,79,177	60,53,441
35	UTTAR PRADESH	15,04,20,384	14,87,91,087	14,71,83,826
36	WEST BENGAL	5,99,62,436	6,02,04,951	5,99,12,883
Total		80,81,79,668	80,87,90,509	79,05,93,798

श्री नव चरण माझी: माननीय अध्यक्ष महोदय, मेरा यह प्रश्न है कि क्या उपभोक्ता मामले खाद्य एवं सार्वजनिक वितरण मंत्रालय ओडिशा जैसे आदिवासी बहुल एवं पहाड़ी क्षेत्रों के लिए विशेष प्रावधान अथवा संशोधित मानदंड तय करने पर विचार कर रहा है, ताकि ऐसे दूर-दराज़ क्षेत्रों के गांवों में अतिरिक्त सार्वजनिक वितरण प्रणाली (पीडीएस) उप केन्द्र तथा गोदाम स्थापित किए जा सकें, जिससे लाभार्थियों को राशन प्राप्त करने हेतु लंबी दूरी तय न करना पड़े? यदि हाँ तो मयूरभंज जैसे जिलों में इस नीति या किसी अलग परियोजना को लागू करने की संभावित समय-सीमा क्या है?

श्री प्रहलाद जोशी: सर, मैं यही कहना चाहता हूँ कि सारे देश में जहाँ भी जरूरत है, वहाँ एफसीआई गोडाउन पीपीपी माध्यम के द्वारा उपयोग करती है, नहीं तो एफसीआई के गोडाउंस हैं, उन गोडाउंस का उपयोग करती है। स्टेट गवर्नमेंट के गोडाउंस उपयोग करती है। दूर-दराज़ का इलाका हो और कहीं भी चाहे पहाड़ी इलाका हो, सभी क्षेत्रों में हमारी नेटवर्किंग आज के दिन में परफेक्ट है। जहाँ भी अगर जरूरत है तो एफसीआई समय-समय पर गोडाउन भी हायर करेगा और फेयर प्राइज़ शॉप को अपॉइंट करना प्रदेश सरकार का काम है। हम पूरी टेक्नोलॉजी का उपयोग करके हरेक व्यक्ति को प्रधान मंत्री गरीब कल्याण अन्न योजना में पांच किलो राशन जैसे चावल और गेहूँ हर महीने प्रदान कर रहे हैं। यह कार्य मोदी जी के कालखंड में परफेक्टली शुरू हो गया है और आगे भी बढ़ रहा है।

श्री नव चरण माझी: महोदय, खाद्य एवं सार्वजनिक वितरण मंत्री यह बताएंगे कि (क) सरकार यह

सुनिश्चित करने के लिए तत्काल क्या कदम उठाएगी जिससे मेरे संसदीय क्षेत्र के सभी पात्र जनजातीय परिवारों, जिनमें से अनेक को बीपीएल सूची तथा अंत्योदय अन्न योजना – एएवाई से गलत तरीके से बाहर रखा गया है, उनकी सही पहचान की जाए, उन्हें बीपीएल राशन कार्ड जारी किए जाएं तथा अंत्योदय अन्न योजना के अंतर्गत शामिल किया जाए: तथा (ख) औपचारिक रूप से बीपीएल को एएवाई सूची में शामिल किए जाने तक ऐसे परिवारों को सब्सिडी वाले खाद्यान्नों की निर्बाध आपूर्ति के लिए क्या अंतरिम व्यवस्था की जाएगी? ... (व्यवधान)

माननीय अध्यक्ष: माननीय सदस्य, जब तारांकित प्रश्न होता है, स्टार्ड क्वेश्चन होता है, तब संक्षिप्त में प्रश्न पूछते हैं। एक, दो, तीन या चार नहीं पूछते हैं।

... (व्यवधान)

श्री नव चरण माझी: जी सर, धन्यवाद। ... (व्यवधान)

श्री प्रहलाद जोशी : सर, जो बेनिफिशरी को डिसाइड करना है, बेनिफिशरी अंत्योदय योजना में हो, वह टारगेटिड पब्लिक डिस्ट्रीब्यूशन में हो, वह जो पांच किलो देते हैं, अंत्योदय अन्न योजना में हर माह हर परिवार को 35 किलो देते हैं। उसमें जो कार्ड वितरण करना है, किसको कार्ड देना है, उसका काम राज्य सरकार करती है। लेकिन समय-समय पर टैक्नोलॉजी के आधार जो इनएलिजेबल क्राइटेरिया जो है, एलिजिबल क्राइटेरिया है, वह राज्य सरकार डिसाइड करती है। अगर उसमें कुछ गलत दिखता है तो हम इधर टैक्नोलॉजी के द्वारा सर्वे कर के राज्य सरकार को बताते हैं। अल्टीमेटली वेरिफिकेशन कर के किसको देना है, किसको नहीं देना है, किसको बीपीएल देना, किसको नहीं देना, यह काम राज्य सरकार करती है।

सर, माननीय सदस्य का जो कंसर्न है, अगर ये उस कंसर्न को लिखित में देते हैं तो मैं उनको अलग से उत्तर दे दूंगा।

माननीय अध्यक्ष: माननीय सदस्यगण, मैं माननीय सदस्यों से भी और माननीय मंत्रीगण से भी आग्रह करता हूँ कि अगर माननीय सदस्य भी संक्षिप्त प्रश्न पूछें और माननीय मंत्री महोदय भी संक्षिप्त उत्तर दें तो जो 20 प्रश्न लॉटरी में खुलते हैं, वे बहुत मुश्किल से खुलते हैं, तो सभी माननीय सदस्यों

को प्रश्न काल में अवसर मिल जाएगा। ऐसा आप सभी मिल कर प्रयास करें। यह मेरा आग्रह है।

श्रीमती रूपकुमारी चौधरी – उपस्थित नहीं।

श्री नरेश म्हरके।

श्री नरेश गणपत म्हरके: सर, हमारी सरकार हर साल नेशनल फूड सिक्योरिटी एक्ट पर लगभग दो लाख करोड़ रुपये खर्च करती है। वर्ष 2015 में शांता कुमार कमिटी ने पीडीएस कवरेज को 40 टका तक कम करने की सिफारिश की थी, ताकि सब्सिडी के बेहतर टारगेट किया जा सके।

क्या सरकार पीडीएस कवरेज को रैशनलाइज़ करने और सब्सिडी को बेहतर टारगेट करने के लिए शांता कुमार जैसी कमिटी की सिफारिशों पर कोई ठोस कदम उठा रही है? साथ ही, क्या अनाज देने वाले इस मॉडल की जगह एक वैल टारगेटिड डायरेक्ट बेनिफिट ट्रांसफर यानि डीबीटी सिस्टम को लाने पर गंभीरता से विचार हो रहा है?

श्री प्रहलाद जोशी: सर, नेशनल फूड सिक्योरिटी एक्ट के अनुसार 75 परसेंट रूरल पॉप्युलेशन, 50 परसेंट अर्बन पॉप्युलेशन के लोगों को फ्री में राशन बांटने का निर्णय माननीय प्रधान मंत्री जी के नेतृत्व में प्रधान मंत्री गरीब कल्याण अन्न योजना में हमने शुरू किया है, वह जारी है। DFPD has crosse-matched data of Pradhan Mantri Garib Kalyan Anna Yojna with Aadhaar to improve the accuracy of beneficiary identification.

उसमें जो मर जाते हैं, सीबीडीटी (इनकम टैक्स), मोटर व्हीकल ओनरशिप, जीएसटीएन, एमसीए जैसे जो भी विषय हैं, उन्हें हम मैच करके स्टेट गवर्नमेंट को भेजते हैं। उसकी एलिजिबिलिटी का क्राइटेरिया स्टेट्स डिसाइड करते हैं। उसके आधार पर ही वे डिसाइड करते हैं। हम आज की तारीख में 75 परसेंट और 50 परसेंट में कोई भी चेंज नहीं कर रहे हैं।

श्री सप्तगिरी शंकर उलाका: स्पीकर सर, मैं आपके माध्यम से माननीय मंत्री जी से यह पूछना चाहता हूँ कि पीडीएस में अभी भी लीकेजेस हैं। When we talk about aspirational districts which are 112 in number, Raigada and Koraput are two districts in my particular Lok Sabha constituency which are aspirational districts. What we have seen is

that because of the leakage, the beneficiary is not getting his due, वहां पर जो चाहे वह नहीं मिलता है। कंधमाल में आठ ट्राइबल पीपुल्स ऐसे थे, जो मँगो कर्नेल खाकर बीमार हो गए थे। उनमें से दो की मौत हो गई थी। इसमें लीकेजेस जरूर हैं। आप ई-केवाईसी करते हैं। आपने उसे मेंडेटरी कर दिया है। हमारे एरिया, कोरापुट-कंधमाल में मोबाइल कनेक्टिविटी भी बहुत चैलेंजिंग है। क्या सरकार पीडीएस के अतिरिक्त एक यूनिवर्सल बेसिक इनकम के तहत एक मिनिमम अमाउंट हर एक व्यक्ति को देने का प्लान कर रही है? क्या आप इस पर जवाब देंगे?

श्री प्रहलाद जोशी: अध्यक्ष महोदय, भारत सरकार के फूड सिक्योरिटी एक्ट के तहत हमें फूड सिक्योरिटी देनी है और हम वह फूड सिक्योरिटी रेगुलरली दे रहे हैं। वर्ष 2020 से, कोविड के समय से लेकर लगभग वर्ष 2029 तक 'प्रधान मंत्री गरीब कल्याण अन्न योजना' के तहत हम सबको अनाज बांट रहे हैं। जहां कहीं भी लीकेज हो रहे हैं, upto designated godown उसकी जिम्मेदारी भारत सरकार की होती है। उसके बाद जब वह शॉप्स पर चला जाता है, Ultimately, it goes to the beneficiaries. उसे बेनिफिशियरी तक पहुंचाने का काम स्टेट गवर्नमेंट का है। जहां भी कंप्लेंट आती है, हम तुरंत स्टेट गवर्नमेंट को कार्रवाई करने के लिए लिखते हैं। All 20.58 crore ration cards and 79.92 crore beneficiaries are digitized, आज ऑलमोस्ट 100 परसेंट डिजिटाइजेशन करके हम आगे बढ़ रहे हैं। इसीलिए हम ई-पॉस के द्वारा भी, मतलब थंब इंप्रेशन से, बायोमेट्रिक्स से और आईरिस लेकर भी आइडेंटफाई करके देते हैं। उसके अलावा अभी ई-पॉस के साथ ही साथ e-weighing scale or weighing machine को भी कनेक्ट करके जो बहुत गरीब व्यक्ति है, हमें उनको इसका लाभ पहुंचाना है। ऐसा हम प्रयास कर रहे हैं। अगर माननीय सदस्य की कोई स्पेसिफिक कंप्लेंट है तो वे मुझे लिखित में दे सकते हैं।

माननीय अध्यक्ष : प्रश्न संख्या 42, श्री सुदामा प्रसाद।

DATASETS FOR SERVICES SECTOR

***42. SHRI SUDAMA PRASAD:**

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

- (a) the details of the reasons for non-availability of datasets for the Services Sector unlike industry sectors;
- (b) whether the Government intends to introduce any such measures for the availability of datasets and if so, the details of the initiatives taken thereof and if not, the reasons therefor;
- (c) the details of the proposal put forth under the report from the 74th round of the survey conducted by the Government in 2016 -17 for an Annual Survey of Services Sector Enterprises (ASSSE) along with regular data on the Services Sector;
- (d) whether the survey has been conducted by the Government and if so, the details of the availability of Services Sector data thereof and if not, the reasons for not conducting the survey therefor; and
- (e) the proposed timeline for conducting the survey and whether the findings are to be made accessible to the public?

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

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

विवरण

(क) से (ड) राष्ट्रीय खाता वर्तमान और स्थिर दोनों कीमतों पर सकल मूल्य वर्धित (जीवीए) और सकल घरेलू उत्पाद (जीडीपी) में इसके योगदान के माध्यम से सेवा क्षेत्र के विस्तृत अनुमान प्रदान

करते हैं। डेटा को आगे व्यापार, परिवहन, वित्त, रियल एस्टेट, लोक प्रशासन और सामाजिक सेवाओं आदि जैसे प्रमुख उप-क्षेत्रों में विभाजित किया गया है।

अनिगमित सेवा क्षेत्र से संबंधित सर्वेक्षण-आधारित डाटासेट अनिगमित क्षेत्र उद्यमों के वार्षिक सर्वेक्षण (एएसयूएसई) के माध्यम से पहले से ही उपलब्ध है। सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय वर्ष 2021-22 से प्रतिवर्ष एएसयूएसई का संचालन कर रहा है, जो अन्य क्षेत्रों के साथ, देश के अनिगमित क्षेत्र से संबंधित सेवा क्षेत्र को कवर करता है।

सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय ने अनिगमित सेवा क्षेत्र उद्यमों के वार्षिक सर्वेक्षण (एएसयूएसई) के नाम से दो चरणों (मई 2024 से अगस्त 2024 तक चरण-I और नवंबर 2024 से जनवरी 2025 तक चरण-II) में अनिगमित सेवा क्षेत्र पर एक पायलट अध्ययन भी किया, जिसमें प्रतिदर्श फ्रेम के रूप में जीएसटीएन डेटाबेस का उपयोग किया गया। सेवा क्षेत्र उद्यमों के वार्षिक सर्वेक्षण (एएसयूएसई) पर पायलट अध्ययन की तकनीकी रिपोर्ट सार्वजनिक डोमेन में उपलब्ध है।

अनिगमित सेवा क्षेत्र के लिए पूर्ण सर्वेक्षण आयोजित करने हेतु सर्वेक्षण प्रश्रावली, उद्यम सर्वेक्षणों के लिए तकनीकी सलाहकार समूह (टीएजी) और राष्ट्रीय प्रतिदर्श सर्वेक्षण (एनएसएस) की संचालन समिति के मार्गदर्शन में तैयार की गई है।

74वें दौर के अनुभव का उद्देश्य सेवा क्षेत्र के वार्षिक सर्वेक्षण (एएसएसएस) के लिए अधिक सुसंगत फ्रेम के विकास के बारे में सूचना प्रदान करना था। तथापि, यह पाया गया कि सर्वेक्षण पद्धति में कुछ समस्याएं थीं, जिनके कारण सार्थक परिणाम नहीं मिला पा रहे थे, इसलिए केवल तकनीकी रिपोर्ट ही प्रस्तुत की गई।

श्री सुदामा प्रसाद: अध्यक्ष महोदय, माननीय मंत्री जी ने कहा है कि सर्वेक्षण के 74वें दौर के दौरान वार्षिक सर्वेक्षण पद्धति में समस्याएं आई थीं। मैं पूछना चाहता हूँ कि वे कौन सी समस्याएं थीं और उनको दूर करने के लिए क्या प्रयास किए गए?

दूसरी बात, बिहार में वर्षों तक सांख्यिकी कर्मियों की सेवा लेने के बाद उन्हें नौकरी से

निकाल दिया गया है तो क्या उन हटाए गए सांख्यिकीकर्मियों को फिर से बहाल करने का सरकार विचार रखती है?

राव इन्द्रजीत सिंह: जनाब, यह 74वां जो राउंड था, उसमें यह सुझाव आया था कि बुनियादी ढाँचा बनाना है और सर्विसेज सेक्टर के लिए आगे किस तरह से प्रयास किए जाएं, लेकिन उस समय जो मेथोडोलॉजी इस्तेमाल की गई थी, उसमें थोड़ी दिक्कतें आई थीं। वे हमारे लिए कुछ खास मायने नहीं रखने वाली थीं इसलिए सिर्फ एक टेक्निकल रिपोर्ट पेश की गई और उस समय सर्विस सेक्टर के ऊपर सर्वे नहीं किया गया था।

माननीय सदस्य पूछ रहे हैं कि बिहार में कुछ लोगों को हटा दिया गया है तो उसका मुझे इल्म नहीं है। यह इनका कोई दूसरा सवाल होगा इसलिए मैं इसका जवाब फिर कभी दूंगा।

श्री सुदामा प्रसाद: सर, वहां फिर से एनडीए की सरकार बन गई है तो क्या इस बारे में माननीय मंत्री जी कोई आश्वासन देना चाहेंगे?

राव इन्द्रजीत सिंह: अध्यक्ष महोदय, मैं उनकी तरफ से कोई आश्वासन नहीं दे सकता हूँ।

SHRI ANIL YESHWANT DESAI: Thank you, Speaker, Sir. I would like to ask the hon. Minister, through you, a supplementary question.

Sir, the service sector has been contributing the most as compared to the industry sector. Being the highest contributor towards our GDP and the economy, there is a significant growth in the service sector which has been shown in the trajectory and the projections for the coming years. This is very important. This sector is divided into sub-sectors like trade, transport, finance, real estate. Every sector assumes great importance. There are core sectors like manufacturing or industry also.

As stated in the answer, in the 74th round, there was a hitch regarding the methodology to be adopted, and only technical report was given. Now, in

this, every segment assumes great importance. What is the methodology or the basic concept that the Government is trying to come about in this entire concept? This assumes a great importance in the sense that the employment has now come down from public sector to the private sector. The private sector is playing an important role in the economy. What steps are being taken by the Government to see that this comes in the public domain? What steps would be taken for the development in this sector?

RAO INDERJIT SINGH: Sir, there is no gainsaying the fact that services sector is one of the most important sectors contributing to our economy. I accept his version of this. However, the service sector can be divided into two parts. One is the incorporated sector and the other is the unincorporated sector.

As far as the unincorporated sector is concerned, the Government has been taking out surveys since 2021-22, and reports on that are available in the public domain. As far as the incorporated sector is concerned, after the 2016-17 technical report, there was a small survey conducted in the last part of the last year and in the beginning of this year. This was a pilot study. The full-fledged survey will be conducted in the year 2026. It will be conducted thereafter every year.

The GDP with new base year will be released on 28th February 2026. So far all products (GDP, CPI, IIP) have taken 2011-12 as the base year. Sometimes, people say that it is rather late for us to be taking 2011-12 as the base year. But from 28th February next year, we will release all the products with new base year.

माननीय अध्यक्ष: श्री सुधाकर सिंह जी ।

श्री सुधाकर सिंह: प्रश्न संख्या 42 के संदर्भ में क्या माननीय मंत्री जी यह अवगत करायेंगे कि बिहार के अनेक जिलों में, विशेषकर ग्रामीण और सीमांत क्षेत्रों में बैंकिंग, डिजिटल नेटवर्क, स्वास्थ्य सेवाओं और आवश्यक सार्वजनिक सेवाओं की समयबद्ध उपलब्धता सुनिश्चित न हो पाने के प्रमुख कारण क्या हैं? क्या सरकार इन जिलों के लिए सेवा क्षेत्र सुदृढ़ करने हेतु कोई समयबद्ध कार्य योजना, विशेष पैकेज या नियमित निगरानी तंत्र स्थापित करने पर विचार कर रही है?

राव इन्द्रजीत सिंह: सर, सवाल सर्वे के ऊपर है । बिहार के विषय के अंदर सरकार की क्या बात है, अगर वह अलग से प्रश्न डालेंगे तो मैं माननीय सदस्य को जवाब उपलब्ध करा दूंगा ।

माननीय अध्यक्ष: श्री राजेश रंजन जी । ऐसा ही बिहार से संबंधित प्रश्न बिहार से माननीय सदस्य श्री सुदामा प्रसाद जी का था ।

माननीय अध्यक्ष : प्रश्न संख्या 43, श्री राजेश रंजन ।

फर्जी समाचार

***43. श्री राजेश रंजन:**

क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या निजी क्षेत्र के समाचार चैनलों सहित सोशल मीडिया पर फर्जी और भ्रामक समाचारों के प्रसार में वृद्धि हुई है;
- (ख) यदि हां, तो क्या सरकार ने ऐसे समाचारों का संज्ञान लिया है और उन पर क्या कार्रवाई की गई है;
- (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) क्या सरकार का विचार इन समाचार चैनलों और सोशल मीडिया पर पूर्ण प्रतिबंध लगाने जैसी कोई कार्रवाई करने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

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

विवरण

(क) से (घ) संविधान के अनुच्छेद 19(1) के तहत अभिव्यक्ति की स्वतंत्रता है। भारत सरकार को मीडिया प्लेटफॉर्म पर फर्जी, झूठी और भ्रामक सूचना के बढ़ते मामलों की जानकारी है। ऐसी सामग्री को फैलने से रोकने के लिए कई कानूनी और संस्थागत तंत्र बनाए गए हैं।

इलेक्ट्रॉनिक मीडिया

- टीवी चैनल केबल टेलीविजन नेटवर्क (विनियमन) अधिनियम, 1995 के तहत कार्यक्रम संहिता का पालन करते हैं।
- यह अश्लील, अपमानजनक, जानबूझकर मिथ्या या ऐसी सामग्री को प्रतिबंधित करता है, जिसमें विचारोत्तेजक संकेत और अर्धसत्य शामिल हैं।
- इस अधिनियम के तहत बनाए गए नियमों में, उल्लंघनों का समाधान करने के लिए एक तीन-स्तरीय शिकायत निवारण तंत्र की व्यवस्था है।
 - स्तर I-प्रसारकों द्वारा स्व-विनियमन
 - स्तर II-प्रसारकों के स्व-विनियामक निकायों द्वारा विनियमन
 - स्तर III - केंद्र सरकार द्वारा निगरानी तंत्र

कार्यक्रम संहिता के उल्लंघन का समाधान एडवाइजरी, चेतावनी, माफी स्कॉल, अस्थायी ऑफ-एयर निर्देश आदि के माध्यम से किया जाता है।

प्रिंट मीडिया

- भारतीय प्रेस परिषद (पीसीआई) द्वारा जारी पत्रकारिता के आचरण के मानक फर्जी, अपमानजनक या भ्रामक समाचारों के प्रकाशन को रोकते हैं।
- पीसीआई इन मानकों के कथित उल्लंघनों की जांच कर सकती है।
- पीसीआई शिकायतों की विधिवत जांच करती है और समाचार पत्र, संपादकों, पत्रकारों आदि को चेतावनी देने, फटकार लगाने या निंदा करने जैसे उपाय करती है।

डिजिटल मीडिया:

डिजिटल मीडिया पर समाचार और समसामयिक विषयों के प्रकाशकों के लिए आईटी नियम, 2021 के तहत आचार संहिता तैयार की गई है:

- मध्यस्थों को उपयोगकर्ताओं द्वारा गलत सूचना या ऐसी सूचना साझा करने से रोकना चाहिए जो प्रकृति में स्पष्ट रूप से झूठी और असत्य या भ्रामक है।
- आचार संहिता का पालन करने के लिए एक तीन-स्तरीय शिकायत निवारण तंत्र का भी प्रावधान किया गया है।
- निर्धारित समय-सीमा के भीतर झूठी या अपमानजनक सामग्री से संबंधित शिकायतों के निपटान के लिए प्लेटफार्मों द्वारा शिकायत अधिकारी नियुक्त किया जाता है।
- आईटी नियमों के भाग II में, अन्य बातों के साथ-साथ, मध्यस्थों पर ऐसी सूचना के प्रसार को रोकने का दायित्व दिया गया है जो प्रकृति में स्पष्ट रूप से झूठी, असत्य या भ्रामक है।

सरकार आईटी अधिनियम की धारा 69ए के तहत भारत की संप्रभुता और अखंडता, भारत की रक्षा, राज्य की सुरक्षा, विदेशी राज्यों के साथ मैत्रीपूर्ण संबंधों या लोक व्यवस्था के हित में अथवा उपर्युक्त से संबंधित किसी संज्ञेय अपराध करने हेतु उकसाने से रोकने के लिए आदेश जारी करती है।

फैक्ट चैक यूनिट

फैक्ट चैक यूनिट (एफसीयू) केंद्र सरकार से संबंधित फर्जी खबरों को रोकने के लिए पत्र सूचना कार्यालय के तहत स्थापित की गई है।

- यह भारत सरकार के मंत्रालयों/विभागों में अधिकृत स्रोतों से समाचारों की प्रामाणिकता की पुष्टि करती है।
- फैक्ट चैक यूनिट फिर अपने सोशल मीडिया प्लेटफॉर्म पर सही सूचना पोस्ट करती है।

यह ढांचा गलत सूचना से होने वाले नुकसानों का समाधान करते हुए सृजनात्मक स्वतंत्रता की रक्षा करता है।

श्री राजेश रंजन: अध्यक्ष महोदय, सोशल मीडिया एक महत्वपूर्ण विषय है और आज देश के हर व्यक्ति के जीवन को सकारात्मक या नकारात्मक रूप से प्रभावित करता है। खास कर देखा गया है कि ऐसे कई एप्प बने हैं, जिनमें जाति, धर्म, भाषा, क्षेत्रवाद, प्रांतवाद और लिंग आधारित ग्रुप्स हैं, जो कि समाज को लगातार बांट रहे हैं। माननीय मंत्री महोदय ने जवाब दिया है कि ऐसा होगा तो ऐसा करेंगे, ऐसा हो जाएगा तो फिर इसके लिए यह प्रावधान है। इन्होंने यह नहीं बताया कि कोई घटना घट जाए या किसी आदमी की हत्या हो जाए तो उसके निराकरण के लिए हम यह दे रहे हैं। इनका उत्तर सही नहीं है। ब्राजील, सिंगापुर, फिनलैंड, अमेरिका ने सुरक्षा मॉडल को लागू किया है।

माननीय अध्यक्ष: राजेश जी, आप बिहार से निकलकर आजकल इंटरनेशनल बातें कर रहे हैं।

श्री राजेश रंजन: महोदय, मेरा निवेदन इसमें है कि सरकार को जो अच्छा लगता है वह तो सोशल मीडिया सही है, लेकिन जो इस देश की सुरक्षा और आंतरिक सुरक्षा या आने वाली पीढ़ियों ... (व्यवधान)

माननीय अध्यक्ष: माननीय मंत्री जी। इतना लंबा सप्लीमेंटरी क्वेश्चन नहीं पूछा जाता है। आपको दूसरा सप्लीमेंटरी पूछने का अवसर मिलेगा।

श्री अश्विनी वैष्णव: माननीय अध्यक्ष जी, सोशल मीडिया और फेक न्यूज़ के बारे में जो विषय सांसद जी ने उठाया है, वह वाकई में एक बहुत चिंताजनक विषय है। I sincerely want to say that fake news is a threat to our democracy today. हमें सोशल मीडिया पर फेक न्यूज़ और एआई जनरेटिड डीप फेक पर स्ट्रिक्ट एक्शन लेने की जरूरत है। जिस तरह से सोशल मीडिया प्लेटफार्म का उपयोग करके कई ऐसे इको सिस्टम बन गए हैं, जो भारत के संविधान को फॉलो नहीं करना चाहते हैं, बहुत तरह से इस पार्लियामेंट द्वारा बनाए गए कानून का पालन नहीं करना चाहते हैं। उनके खिलाफ स्ट्रिक्ट एक्शन लेने और कड़े नियम बनाने की वाकई बहुत सख्त जरूरत है। हाल ही में कुछ नये रूल्स भी बनाए गए हैं विद-इन 36 ऑवर्स टेक-डाउन करने का एक नया रूल हाल ही में बनाया गया है। एआई जनरेटेड डीफेक्स को आइडेंटिफाई करके उसके ऊपर एक्शन लेने के लिए नया रूल ड्राफ्ट पब्लिश किया गया है। Consultation is currently going on. पार्लियामेंटरी कमेटी ने भी बहुत अच्छा काम किया है। मैं निशिकान्त दुबे जी और कमेटी के सभी सदस्यों को धन्यवाद देना चाहूंगा कि उन्होंने बहुत अच्छी डिटैल्ड रिपोर्ट कल ही सदन में रखी है। इसके अंदर कई अच्छे प्रस्ताव आए हैं कि कानून को किस-किस पॉइंट पर कड़ा किया जाए।

माननीय अध्यक्ष जी, ultimately, there is a very fine, delicate balance between freedom of speech and protecting our democracy so far as fake news and social media are concerned. इस फाइन बैलेंस को लेकर सरकार चल रही है। माननीय प्रधान मंत्री श्री नरेंद्र मोदी जी द्वारा डिजिटल इंडिया के माध्यम से देश में एक नई क्रांति लायी गयी है। उन्होंने टेक्नोलॉजी को डेमोक्रेटाइज किया है। उसके अच्छे प्रभावों का भी हमें संज्ञान लेना चाहिए। सोशल मीडिया एक तरह से सभी को एक प्लेटफार्म भी देता है। इन सब पॉइंट्स पर विचार करके हमारे समाज में जो इंस्टिट्यूशंस पर ट्रस्ट है, उस ट्रस्ट को कैसे स्ट्रेंडन करें, उस पर सरकार काम कर रही है।

श्री राजेश रंजन: महोदय, जब कोई फोटो धर्म या मजहब से संबंधित होती है, एक पूर्व की घटना

है, सोशल मीडिया ने प्रमुखता से इसको निभाया है और समाज में तनाव पैदा किया है। कोई भी फोटो अपलोड करने से पहले, जैसे एआई में टाटा या बड़े बिजनेस ... (व्यवधान)

माननीय अध्यक्ष: यह प्रश्न काल है और आप केवल प्रश्न पूछिए।

श्री राजेश रंजन: मैं वही कर रहा हूँ कि जिस प्रकार से सट्टेबाजी के लिए महादेव एप्प मामले में बड़े स्टार्स और इनफ्लुएंसर्स ने गैबलिंग सीखायी। इसके कारण कर्ज में डूबे युवाओं में 18 प्रतिशत आत्महत्या में वृद्धि हुई।

देश का जो आने वाला युवा है, जो सामाजिक और पारिवारिक स्थिति है, इससे समाज में तनाव बढ़ता जा रहा है। मेरा प्रश्न सिर्फ इतना है कि हम जब किसी भी चीज को अपलोड करते हैं तो बाद में न्यूज चैनल उसको उठाकर समाज में गलत तरीके से भ्रम पैदा करता है। उसकी कोई ऑथेंटिसिटी नहीं होती है और उसका कोई सत्यापन नहीं होता है। उसको डालने से पहले किसी से परमिशन लिया जाना चाहिए। यह होगा या नहीं? इस पर किसी तरह की कोई कार्रवाई की व्यवस्था नहीं है। इसके लिए कठोर कार्रवाई हो। मेरा रिक्वेस्ट है कि एक कठोर कानून बने। ... (व्यवधान) किसी भी तरह का गलत वीडियो डालने से लोगों की सेफ्टी खत्म हो जाती है। इसके लिए जरूर कोई कानून बनना चाहिए।

श्री अश्विनी वैष्णव: माननीय अध्यक्ष महोदय, माननीय सांसद जी ने जिस तरह से ऑनलाइन बेटिंग की बात की है, मैं आपके माध्यम से सदन को एकदम स्पष्ट तौर पर कहना चाहूंगा कि प्रधानमंत्री श्री नरेंद्र मोदी जी ने ऑनलाइन मनी गेमिंग को रेगुलेट करने के लिए एक कड़ा बनाया है। उसके कारण देश में करोड़ों परिवारों को उसका बेनिफिट मिला है। जिस तरह से कैंसर की तरह ऑनलाइन मनी गेमिंग का प्रचार हो गया था, सब तरफ उसका प्रसार हो गया था, स्प्रेड होने के कारण समाज में एक बड़ी विकृति आ गई थी। उसके लिए कड़ा कानून बनाया गया है। प्रधानमंत्री श्री नरेंद्र मोदी जी की सरकार किसी भी कड़े से कड़े स्टेप को लेने से पीछे नहीं हटती है।

श्री चन्द्र प्रकाश जोशी: धन्यवाद अध्यक्ष महोदय। माननीय मंत्री महोदय ने 5 जी को लेकर जो स्पष्टीकरण राजस्थान और संसदीय क्षेत्र से संबंधित दिया है, उसके लिए मैं आपका आभार प्रकट

करता हूँ। मैं माननीय प्रधानमंत्री जी का भी आभार प्रकट करता हूँ। जहां सुदूर क्षेत्रों में नेटवर्क की समस्या थी, वहां सैंकड़ों-हजारों की संख्या में टॉवर लगे हैं।

मेरा आपके माध्यम से प्रश्न है कि जिन 5 जी स्पेक्ट्रम कंपनियों ने काम शुरू किया है, उनसे पहले जो अनकवर्ड एरियाज हैं, वहां बुनियादी नेटवर्क उपलब्ध कराने के लिए सरकार कोई विचार कर रही है? यदि हां तो जिन क्षेत्रों में 3 जी और 2 जी नेटवर्क नहीं है, वहां इसके लिए कोई विशेष समय-सीमा तय की गई है?

श्री अश्विनी वैष्णव : माननीय अध्यक्ष महोदय, वैसे यह प्रश्न फेक न्यूज और सोशल मीडिया से संबंधित है।

माननीय अध्यक्ष: आगे इससे संबंधित प्रश्न आने वाला है।

श्री अश्विनी वैष्णव : अध्यक्ष महोदय, इसका जवाब संचार मंत्री जी दे देंगे।

माननीय अध्यक्ष: इस विषय पर 25 से ज्यादा माननीय सदस्यों के सप्लीमेंट्री प्रश्न आए हैं। कभी व्यवस्था से इस विषय को लीजिए। यह बहुत गंभीर विषय है। देश की युवाओं का यह चिंता का विषय है। सारी संसद इस पर चिंता व्यक्त कर रही है। सरकार इस पर पॉलिसी ला रही है। संसदीय समिति ने भी रेकमेंडेशन दी है। हम सब बैठकर इस विषय पर चर्चा करेंगे।

SHRI B. MANICKAM TAGORE: Sir, the hon. Minister mentioned the rules and mechanisms but there is zero data in the reply given. Can the hon. Minister confirm whether the Government has taken even a single punitive action against the major news channels or the influential social media accounts spreading fake news about the Opposition leaders and the farmers movement in the past two years? If yes, kindly name the cases. If not, why does the Government selectively target only those people who are involved in the criticism of the Union Government under the so-called Fact Check Unit?

SHRI ASHWINI VAISHNAW: Sir, the Government and the Press Council of

India have been very actively looking at any complaint which comes against any TV channel or any newspaper. This is something which is very important for protecting our democracy. We must always be aware that anything which is sold in the name of freedom of speech but is a fake news or a fake narrative must be actively countered. This is the responsibility of the Central Government, the State Governments and the civil society to collectively work towards making sure that the trust in our society is maintained and is further strengthened.

As far as the Central Government and its institutions are concerned, we will continue to take any action which is required for curbing the fake news.

माननीय अध्यक्ष: प्रश्न संख्या 44,

श्री सी. एन. अन्नादुरई - उपस्थित नहीं

श्री जी. सेल्वम ।

BASE TRANSCEIVER STATIONS

***44. +SHRI G. SELVAM:**

SHRI C. N. ANNADURAI:

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

(a) whether the Government is aware that Telecom Service Providers (TSPs) have installed 35,655 5G Base Transceiver Stations (BTSSs) in Tamil Nadu and launched 5G services across all districts and if so, the details thereof;

(b) the district-wise details of 5G BTSs installed, particularly in Tiruvannamalai and Kanchipuram districts along with the number of villages covered under 5G network in each of these districts;

(c) whether the Government proposes to extend additional financial or technical assistance to improve 5G connectivity and digital infrastructure in rural and underserved areas of these districts;

(d) the details of 5G Use Case Labs and Test Beds established in Tamil Nadu; and

(e) whether the Government has any plans to establish such innovation and research facilities in or near the Tiruvannamalai and Kanchipuram districts to promote start-ups and digital inclusion and if so, the details thereof?

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

(a) to (e) A **Statement** is laid on the Table of the House.

STATEMENT

(a) As on 31.10.2025, Telecom Service Providers (TSPs) have installed 37,187 5G Base Transceiver Stations (BTSs) in Tamil Nadu. Further, 5G services have been launched by Telecom Service Providers in all districts of Tamil Nadu.

(b) As per information provided by TSPs, the district-wise count of 5G BTSs in Tamil Nadu, including Tiruvannamalai and Kanchipuram districts are given in

the enclosed **Annexure**. Further 5G BTSs have been installed in 224 and 231 villages in Tiruvannamalai and Kanchipuram districts respectively.

(c) Yes, the Government has taken several technical and financial initiatives to improve 5G connectivity and digital communication infrastructure across the country, including rural and underserved areas in Tiruvannamalai and Kanchipuram districts. These initiatives, *inter-alia*, include the following:

- i. Auction of spectrum for 5G mobile services in 2022.
- ii. Financial reforms to rationalize Adjusted Gross Revenue (AGR), Bank Guarantees (BGs) and interest rates.
- iii. Removal of Spectrum Usage Charges for spectrum acquired in auction of 2022 and thereafter.
- iv. Simplification of procedure for SACFA (Standing Advisory Committee on Radio Frequency Allocations) clearance.
- v. Launch of GatiShakti Sanchar portal and RoW(Right of Way) Rules to streamline RoW permissions and clearance of installation of telecom infrastructure.
- vi. Time-bound permission for use of street furniture for installation of small cells and telecommunication line.
- vii. 4G Saturation scheme to provide 4G mobile coverage in uncovered villages.

(d) and (e) To promote start-ups and digital inclusion, one 5G Test Bed has been established at IIT Madras and seven 5G Use Case Labs have been established at different Higher Educational Institutions in Tamil Nadu. These

seven institutions are National Institute of Technology Tiruchirappalli, Vellore Institute of Technology, College of Engineering Guindy (Chennai), SASTRA Deemed University (Thanjavur), Sri Sivasubramaniya Nadar College of Engineering (Chennai), Saveetha Institute of Medical and Technical Sciences (Chennai), and SRM Institute of Science and Technology (Chengalpattu district). It is to mention that Chennai, Vellore and Chengalpattu districts are near or adjacent to Tiruvannamalai and Kanchipuram districts.

Annexure

District-wise count of 5G BTSs in Tamil Nadu:

Sr. No.	Districts	Count of 5G BTSs
1	Ariyalur	127
2	Chengalpattu	2,251
3	Chennai	4,679
4	Coimbatore	3,169
5	Cuddalore	984
6	Dharmapuri	605
7	Dindigul	827
8	Erode	1,279
9	Kallakurichi	319
10	Kanchipuram	904
11	Kanniyakumari	786
12	Karur	464
13	Krishnagiri	1,195
14	Madurai	1,563
15	Mayiladuthurai	108
16	Nagapattinam	334
17	Namakkal	788
18	Perambalur	170

19	Pudukkottai	447
20	Ramanathapuram	443
21	Ranipet	492
22	Salem	1,863
23	Sivaganga	432
24	Tenkasi	457
25	Thanjavur	874
26	The Nilgiris	282
27	Theni	481
28	Thiruvallur	2,475
29	Thiruvallur	341
30	Thoothukkudi	735
31	Tiruchirappalli	1,241
32	Tirunelveli	830
33	Tirupathur	523
34	Tiruppur	1,787
35	Tiruvannamalai	675
36	Vellore	873
37	Viluppuram	601
38	Virudhunagar	783
	Total	37,187

SHRI G. SELVAM: Sir, while the Ministry has stated that 5G services have been launched across all districts, large pockets of rural Kanchipuram still report weak or no 5G signal, especially in the blocks of Uthiramerur, Walajabad and Acharapakkam, affecting students, small businesses, and service delivery.

May I request the hon. Minister to specify whether the Government will prioritize these underserved rural clusters of Kanchipuram for the installation of additional 5G BTS under any ongoing or upcoming schemes, and also provide the timeline for achieving full rural coverage in the district?

DR. CHANDRA SEKHAR PEMMASANI: Sir, today if you look at 5G, more than 99 per cent of the districts, that is, 777 districts out of 778, have 5G availability. Today, out of 120 crore people, about 36 crore people have 5G handsets and are using 5G services. The issue of 5G coverage in rural villages is not just about 5G towers or BTSs; it is about the handsets latching on to the 5G. Today, we have around 37,000 5G BTSs in Tamil Nadu. When we talk about the districts like Tiruvannamalai and Kanchipuram, we have 224 and 231 villages respectively with 5G BTSs. This is on a par with the average of the rest of India.

But in addition to that, the Government has done exceptional work to accelerate 5G services by enabling TSPs, reducing their bank guarantees, and removing the spectrum usage charges. Therefore, they can invest a lot more money in additional BTSs which would result in acceleration of services. This is a continuous process. Thank you.

SHRI LAVU SRIKRISHNA DEVARAYALU: Sir, I am not going to ask about 5G; rather, I would like to ask about 4G. The district I come from, Palnadu, has a significant tribal population, particularly in mandals like Bollapalle, Veldurthi, and Macherla. These three to four mandals have a lot of ST population and many PVTG habitations as well. ... (*Interruptions*)

The question I have is this. I appreciate the Ministry for actually rolling out indigenously manufactured 4G equipment in almost 97,500 villages across the country. However, in these PVTG habitations in my constituency, land has been allocated, but for such a long time, this 4G network has not been rolled out. So, is there any timeline that the Government can provide regarding when

these PVTG locations will have access to this 4G network? If priority is given to these PVTG habitations, it would be appreciated. Thank you.

DR. CHANDRA SEKHAR PEMMASANI: Sir, when it comes to 4G, we have planned for around 27,000 towers across all these underserved areas. These areas are far-flung and remote, where access, forest clearance, and environmental clearance have been some issues. Therefore, our hon. Cabinet Minister, Scindia ji, has written to individual Chief Ministers. I myself have written to each MP regarding the specific problems in their respective areas so that we can coordinate with the local MP, along with DOTunit/ Pvt.TSP/ BSNL which are the implementing agencies, and the State Government, to accelerate this process.

When it comes to individual villages, there are variable factors, and it is very hard to provide the exact information on that. However, we are here to address all those issues and accelerate progress. Additionally, this Palnadu district is actually my hometown, and I am happy to work on this project. Thank you.

श्री अब्दुल रशीद शेख : सर, मैं ऑनरेबल मिनिस्टर साहब से यह गुजारिश करना चाहूंगा कि नार्थ कश्मीर में जो बार्डर एरियाज़ हैं - करनाह, माछिल, गुरेज़, उड़ी, वहां पर फाइव जी, फोर जी तो दूर की बात, अभी मोबाइल टॉवर्स की भी जरूरत है। वहां फोन कनेक्टिविटी भी नहीं है। मैंने जेल में टीवी पर देखा है कि गुजरपति गांव में लोग पांच दिन से एलजी साहब से गुजारिश कर रहे हैं, सीएम साहब से गुजारिश कर रहे हैं कि हमें कम से कम फोन की फैसिलिटी मिले। क्या ये मेहरबानी करके अपने डिपार्टमेंट से कहेंगे कि जो बार्डर एरियाज़ हैं, why should they suffer in Kupwara and Baramulla districts? अभी इन्होंने कहा कि हमने सारे एमपीज़ को लिखा है। मुझे तिहाड़

जेल में उनका कोई लेटर नहीं मिला है। हम अपना दर्द बता रहे हैं।

संचार मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्री (श्री ज्योतिरादित्य एम. सिंधिया) : सर, प्रश्न के साथ और इसके पहले के हमारे सांसद महोदय ने जो प्रश्न पूछा, उसके साथ भी एक बहुत अहम मुद्दा जुड़ा हुआ है। आज दूरसंचार एक लग्जरी नहीं, बल्कि एक नेसेसिटी बन चुका है। इसके माध्यम से देश की जनता पूर्ण विश्व के साथ जुड़ती है। इसी को मद्देनजर रखते हुए प्रधान मंत्री जी ने अपना संकल्प बनाया है कि सौ प्रतिशत फोर जी को हमें देश में सुनिश्चित करना है। डिजिटल भारत निधि कोष से इसके लिए राशि भी दी गई। अभी उत्तर में भी बताया गया कि करीब 28 हजार टॉवर्स के लिए राशि उपलब्ध की गई है। मुझे आपके द्वारा हाउस को सूचित करते हुए खुशी हो रही है कि अब तक करीब 22 हजार टॉवर्स संपूर्ण देश में लग चुके हैं। 12 हजार टॉवर्स, अभी हमारे कश्मीर के सांसद महोदय ने मुद्दा उठाया ... (व्यवधान) ये कार्य अभी भी प्रगति पर हैं। इसके पीछे कई कारण हैं। मैं कुछ कारण आपके सामने रखना चाहता हूँ। कई जगह सर्वे नहीं हो पाया है, कई जगह राइट ऑफ वे की एक्सेस है, कई जगह राज्य सरकार की अनुमति की जरूरत है। अप्रैल माह में हमने बैठकर एक-एक टॉवर के बारे में विश्लेषण किया और 2,415 कारणों में से एक-एक कारण को रेखांकित किया। प्रदेश सरकार के साथ केवल पत्राचार ही नहीं, बल्कि मुख्यमंत्रियों के साथ मैंने और राज्य मंत्री ने स्वयं बात की। मुझे आज हाउस में आपको सूचित करते हुए हर्ष है कि 2,415 विषयों में से पिछले सोमवार, हमने जो कैलकुलेट किया है, हम लोग 1,990 इश्यूज का पूर्ण रूप से सफलतापूर्वक निराकरण कर चुके हैं। हमारा मंत्रालय और भारत सरकार यह मुद्दा हर हफ्ते के आधार पर देख रही है। मैं आपको विश्वास दिलाना चाहता हूँ कि हमने जो टार्गेट पिछले एक वर्ष में 11 हजार टॉवर्स किए हैं, ये बाकी 6 हजार टॉवर्स भी, जिसमें जम्मू-कश्मीर भी बहुत महत्व रखता है, हम सम्पूर्ण रूप से देश का सौ प्रतिशत सेचुरेशन प्रधान मंत्री जी के संकल्प के आधार अगले साल तक कर लेंगे।

श्री दीपेन्द्र सिंह हुड्डा: महोदय, यह प्रश्न दूरसंचार सेवा प्रदाताओं से जुड़ा हुआ प्रश्न है। दूरसंचार सेवाओं में सरकार के संचार साथी ऐप की प्री लोड की अनिवार्यता को लेकर एक आदेश कल देश

के सामने आया है। उसके बाद मंत्री महोदय ने उस पर कुछ स्पष्टीकरण दिया है कि वह ऐप प्री लोड किया जाएगा, लेकिन बाद में आप उसको डिसेबल कर सकते हैं। वह चॉइस यूजर्स को देने के लिए आपका एक स्पष्टीकरण आया है।

मैं स्वयं कंप्यूटर साइंस बैकग्राउंड से हूँ, साफ्टवेयर इंजीनियर के बैकग्राउंड से हूँ। जब सिस्टम के अंदर प्री लोड की रिक्वायरमेंट होगी, तो डिसेबल करने के बाद भी सारे फीचर्स डिसेबल होंगे या नहीं, किसी यूजर को यह बात पता नहीं चलेगी। निजता का जो अधिकार है, यह उस पर कोई बड़ा प्रहार तो नहीं है। स्कूटनी के प्रश्न पूरे देश में उठ रहे हैं, इसको लेकर जो सिविल राइट्स एक्टिविस्ट्स हैं, कंप्यूटर साइंस एक्सपर्ट्स हैं, उनको लेकर मंत्री महोदय क्या कुछ कहना चाहेंगे?

श्री ज्योतिरादित्य एम. सिंधिया: मैं माननीय सदस्य को उनके प्रश्न के लिए धन्यवाद अर्पित करना चाहता हूँ और मैं उनके प्रश्न के द्वारा सदन के पटल पर और देश की जनता के समक्ष सारे तथ्य रखना चाहता हूँ।

महोदय, दूरसंचार का क्षेत्र लोगों को विश्व के साथ जोड़ने का एक बहुत बड़ा माध्यम है। आज देश में एक बिलियन यूजर्स हो चुके हैं। जब सकारात्मक उपयोग किया जाता है, ऐसे कई तत्व होते हैं जो नकारात्मक उपयोग भी करते हैं और तब सरकार का दायित्व होता है कि देश की जनता और हर नागरिक को उन नकारात्मक प्रयोगों और तत्वों से सुरक्षित रखे। इसी सोच के साथ संचार साथी पोर्टल की शुरुआत वर्ष 2023 में की गई थी। हमने संचार साथी ऐप का प्रयोग वर्ष 2025 में शुरू किया था। संचार साथी क्या है? संचार साथी एक ऐसा ऐप है जिसके आधार पर और जनभागीदारी के आधार पर आज हर नागरिक अपने आपको फ्रॉड, स्टोलन मोबाइल से सुरक्षित रख सकता है। वह अपने स्टोलन मोबाइल को रिकॉर्ड कर सकता है और रिपोर्ट कर सकता है। हमारे पोर्टल पर 20 करोड़ हिट हुए हैं और करीब डेढ़ करोड़ ऐप्स डाउनलोड हुए हैं। सरकार ने सॉफ्टवेयर बनाया है लेकिन इसकी सफलता का श्रेय अगर किसी को जाता है तो देश की जनता को जाता है क्योंकि उनके उपयोग के आधार पर ही हम सफल हो पाए हैं।

महोदय, आज मैं रिकॉर्ड में लाना चाहता हूँ कि देश में इस ऐप और पोर्टल के आधार पर

डेढ़ करोड़ मोबाइल कनेक्शन्स डिसकनेक्ट हुए हैं, जो फ्रॉडुलेंट हैं और इसे जनता ने रिपोर्ट किया है। हमने करीब 26 लाख स्टोलन हैंडसैट्स ट्रेस किए हैं, सात लाख स्टोलन हैंडसैट्स उपभोक्ता को वापस किए हैं, 41 लाख मोबाइल कनेक्शन्स डिसकनेक्ट हुए हैं और छः लाख फ्रॉड मोबाइल हैंडसैट्स ब्लॉक किए गए हैं। इसी के आधार पर हमने कोशिश की है कि हम हर नागरिक को च्वाइस दें क्योंकि ऐप फोन पर है, इसका मतलब यह नहीं है कि यह ऑटोमेटिकली ऑपरेट हो जाएगा। जब तक मैं उपभोक्ता के रूप में रजिस्टर नहीं करूंगा तब तक यह ऑपरेट नहीं होगा। मेरे फोन पर ढेर सारे ऐप्स हैं और मैं उपभोक्ता के रूप में उस ऐप को दबाकर डिलीट कर सकता हूँ। लोकतंत्र में पूर्ण अधिकार नागरिकों का है। हमने सबको केवल यह ऐप उपलब्ध कराने का कदम उठाया है।

महोदय, मैं फिर भी सदन में कहना चाहता हूँ कि हमारा कोई हठ नहीं है। इसकी सफलता का प्रयोग जनता के आधार पर हुआ है। हमें जो फीडबैक मिलेगा, उस फीडबैक के आधार पर अगर उस ऑर्डर में हमें कोई चेंज लाना पड़ेगा तो हम उसके लिए भी तैयार हैं। मैं यह अवश्य कहना चाहता हूँ कि इस एप के आधार पर न स्नूपिंग संभव है और न ही स्नूपिंग होगी। माननीय प्रधान मंत्री नरेन्द्र मोदी जी की सरकार देश की जनता के हाथों में अधिकार देना चाहती है ताकि जनता अपने आपको सुरक्षित रख पाए।

माननीय अध्यक्ष : प्रश्न संख्या 45, डॉ. अमोल रामसिंग कोल्हे।

PUNE – NASHIK SEMI – HIGH SPEED RAILWAY PROJECT

***45. DR. AMOL RAMSING KOLHE:**

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

- (a) the details of the current status/progress of the Pune-Nashik semi-high-speed railway project including land acquisition process/challenges being faced;

- (b) the details of total budgetary allocation for this project during the last three Union Budgets and the actual expenditure incurred till date;
- (c) the revised timeline for completion of the project along with the steps being taken to fast-track the work; and
- (d) the manner in which the Government ensures that this project will not only benefit industries but also provide an affordable/reliable mode of transport for the general public and farmers of the Shirur Lok Sabha Constituency?

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

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

विवरण

(क) से (घ) पुणे और नासिक के बीच संपर्कता में सुधार लाने के लिए निम्नलिखित सर्वेक्षण/कार्य शुरू किए गए हैं:

क्र.सं.	कार्य का नाम	लंबाई कि.मी. में	स्थिति
1	नासिक – साईनगर शिरडी नई दोहरी लाइन	95	विस्तृत परियोजना रिपोर्ट तैयार हो गई है।
2	साईनगर शिरडी- पुणतांबा दोहरीकरण	16	परियोजना हाल ही में स्वीकृत की गई है।
3	पुणतांबा-निम्बलक दोहरीकरण	80	हाल ही में कमीशन की गई है।
4	निम्बलक- अहिल्यानगर दोहरीकरण	6	कार्य प्रगति पर है।

5	अहिल्यानगर-पुणे नई दोहरी लाइन	133	विस्तृत परियोजना रिपोर्ट तैयार हो गई है।

प्रस्तावित अहिल्यानगर-पुणे नई दोहरी लाइन (133 कि.मी.) के लिए विस्तृत परियोजना रिपोर्ट का प्रस्ताव किया गया है। यह लाइन शिरूर निर्वाचन क्षेत्र से होकर गुजर रही है।

विस्तृत परियोजना रिपोर्ट तैयार होने के पश्चात, परियोजना को स्वीकृत करने के लिए राज्य सरकारों सहित विभिन्न हितधारकों से परामर्श करना आवश्यक होता है और अन्य आवश्यक अनुमोदन जैसे नीति आयोग, वित्त मंत्रालय आदि का मूल्यांकन शामिल हैं। चूंकि परियोजनाओं को स्वीकृत करना निरंतर चलने वाली गतिशील प्रक्रिया है, अतः सटीक समय-सीमा तय नहीं की जा सकती।

संगमनेर (अकोले के निकट) के रास्ते पुणे और नासिक के बीच रेल संपर्कता मुहैया कराने के लिए, महाराष्ट्र रेलवे अवसंरचना विकास निगम लिमिटेड (एमआरआईडीसी), जो महाराष्ट्र सरकार (50%) और रेल मंत्रालय (50%) की संयुक्त उद्यम कंपनी है, द्वारा एक और विस्तृत परियोजना रिपोर्ट तैयार की गई थी।

विस्तृत परियोजना रिपोर्ट में प्रस्तावित संरेखण नारायणगांव से होकर गुजर रहा था, जहां पुणे स्थित नेशनल सेंटर फॉर रेडियो एस्ट्रोफिजिक्स (एनसीआरए) ने जायंट मीटरवेव रेडियो टेलीस्कोप (जीएमआरटी) वेधशाला स्थापित की है। जीएमआरटी में 31 देशों (28वें क्रम तक) के उपयोगकर्ता हैं, जो वैज्ञानिक प्रेक्षण के लिए इसकी सेवाओं का उपयोग करते हैं।

परमाणु ऊर्जा विभाग ने रेल मंत्रालय को सूचित किया है कि यह मार्ग जीएमआरटी वेधशाला के निकट से गुजर रहा है और इसके संचालन पर संभावित हस्तक्षेप और हानिकारक प्रभाव डाल सकता है। इस प्रकार, जीएमआरटी वेधशाला पर नकारात्मक प्रभाव पड़ने के कारण यह मार्ग स्वीकार्य नहीं पाया गया।

महाराष्ट्र

हाल के वर्षों में बजट आवंटन में काफी वृद्धि हुई है। महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाली ऐसी अवसंरचना संबंधी परियोजनाओं और संरक्षा कार्यों के लिए बजट आवंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	1,171 करोड़ रुपए/वर्ष
2025-26	23,778 करोड़ रुपए (20 गुना से अधिक)

वर्ष 2009-14 और वर्ष 2014-25 के दौरान महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथ की कमीशनिंग/बिछाने के 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./वर्ष
2014-25	2,292 कि.मी.	208.36 कि.मी./वर्ष (3 गुना से अधिक)

दिनांक 01.04.2025 की स्थिति के अनुसार, 89,780 करोड़ रुपए की लागत पर महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाली कुल 5,098 किलोमीटर लंबाई की 38 परियोजनाओं (11 नई लाइन, 02 आमान परिवर्तन और 25 दोहरीकरण) को स्वीकृत किया गया है, जिनमें से 2,360 किलोमीटर लंबाई को कमीशन कर दिया गया है और मार्च, 2025 तक 39,407 करोड़ रुपए का व्यय किया गया है। इसका सार निम्नानुसार है:-

कोटि	स्वीकृत परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	मार्च 2025 तक कमीशन की गई लंबाई (कि.मी. में)	मार्च 2025 तक व्यय (करोड़ रु. में)
नई लाइन	11	1,355	234	10,504
आमान परिवर्तन	2	609	334	4,286
दोहरीकरण/मल्टीट्रैकिंग	25	3,134	1,792	24,617
कुल	38	5,098	2,360	39,407

महाराष्ट्र में पूर्णतः/अंशतः पड़ने वाली तथा हाल ही में पूरी हुई कुछ परियोजनाओं का विवरण निम्नानुसार है:

क्र. सं.	परियोजना	लागत (करोड़ रुपए में)
1	पुणे-मिराज-लोंडा दोहरीकरण (467 कि.मी.)	4,670
2	मनमाड-जलगांव तीसरी लाइन (160 कि.मी.)	2,574
3	जबलपुर-गोंदिया आमान परिवर्तन (300 किलोमीटर)	2,005
4	छिंदवाड़ा-नागपुर आमान परिवर्तन (150 किलोमीटर)	1,512
5	पनवेल-पेन दोहरीकरण (35 किलोमीटर)	263
6	पेन-रोहा दोहरीकरण (40 किलोमीटर)	330
7	उधना-जलगांव दोहरीकरण (307 किलोमीटर)	2,448
8	मुदखेड-परभणी दोहरीकरण (81 किलोमीटर)	673
9	भुसावल-जलगांव तीसरी लाइन (24 किलोमीटर)	325
10	जलगांव-भुसावल चौथी लाइन (24 किलोमीटर)	261
11	दौंड-गुलबर्गा दोहरीकरण (225 किलोमीटर)	3,182

महाराष्ट्र में पूर्णतः/अंशतः पड़ने वाली और शुरू की गई कुछ मुख्य परियोजनाएं निम्नानुसार हैं:

क्र. सं.	परियोजना का नाम	लागत (करोड़ रुपए में)
1	अहिल्यानगर-बीड-परली वैजनाथ नई लाइन (261 किलोमीटर)	4,957
2	बारामती-लोनंद नई लाइन (64 किलोमीटर)	1,844
3	वर्धा-नांदेड़ नई लाइन (284 किलोमीटर)	3,445
4	मनमाड-इंदौर 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	दौंड-मनमाड दोहरीकरण (236 किलोमीटर)	3,037
8	कल्याण-कसारा - तीसरी लाइन (68 किलोमीटर)	1,433

9	वर्धा-नागपुर तीसरी लाइन (76 किलोमीटर)	698
10	वर्धा-बल्हारशाह तीसरी लाइन (132 किलोमीटर)	1,385
11	इटारसी-नागपुर तीसरी लाइन (280 किलोमीटर)	2,450
12	राजनांदगांव-नागपुर तीसरी लाइन (228 किलोमीटर)	3,545
13	वर्धा-नागपुर चौथी लाइन (79 किलोमीटर)	1,137
14	जलगांव-मनमाड चौथी लाइन (160 किलोमीटर)	2,574
15	भुसावल-खंडवा तीसरी और चौथी लाइन (131 किलोमीटर)	3,285

पिछले तीन वित्त वर्षों 2022-23, 2023-24, 2024-25 में और वर्तमान वित्त वर्ष 2025-26 में महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाली 8603 कि.मी. की कुल लंबाई वाले 98 सर्वेक्षण कार्यों (29 नई लाइन, 2 आमान परिवर्तन और 67 दोहरीकरण) को प्रधानमंत्री गति शक्ति एनएमपी के तहत स्वीकृत किया गया है।

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

- प्रत्याशित यातायात पूर्वानुमान और प्रस्तावित मार्ग की लाभप्रदता
- परियोजना द्वारा प्रदान की गई पहली और अंतिम मील कनेक्टिविटी
- अनुपलब्ध कड़ियों को जोड़ना और अतिरिक्त मार्ग प्रदान करना
- संकुलित/संतृप्त लाइनों का विस्तार
- राज्य सरकारों/केंद्रीय मंत्रालयों/सार्वजनिक प्रतिनिधियों द्वारा उठाई गई मांगें
- रेलवे की अपनी परिचालन संबंधी आवश्यकताएँ
- सामाजिक-आर्थिक महत्व
- कुल निधियों की उपलब्धता

इसके अलावा, महाराष्ट्र में फ्लैगशिप हाई स्पीड बुलेट ट्रेन परियोजना के निर्माण कार्य में गति आई है। अब भूमि अधिग्रहण का 100% कार्य पूरा हो गया है। पुलों, एक्वाडक्ट आदि का निर्माण कार्य शुरू कर दिया गया है।

पश्चिमी डीएफसी महाराष्ट्र से भी होकर गुजर रहा है। पश्चिमी डीएफसी का लगभग 178 मार्ग कि.मी. महाराष्ट्र में स्थित है, जो पश्चिमी डीएफसी के कुल मार्ग का लगभग 12% है। महाराष्ट्र में न्यू घोलवड़ से न्यू वैतरना तक इस परियोजना के 76 कि.मी. मार्ग को कमीशन कर दिया गया है। शेष निर्माण कार्य शुरू कर दिए गए हैं। पश्चिमी डीएफसी को जेएनपीटी से जोड़ने से पत्तन से दिल्ली एनसीआर तक कार्गो और कंटेनर यातायात संभालने की क्षमता में संवर्धन होगा।

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

- भूमि अधिग्रहण
- वन संबंधी मंजूरी
- बाधक जनोपयोगी सुविधाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक मंजूरियाँ
- क्षेत्र की भूविज्ञानी और स्थलाकृतिक स्थिति
- परियोजना स्थल के क्षेत्र में कानून और व्यवस्था की स्थिति
- विशिष्ट परियोजना स्थल के लिए वर्ष में कार्य करने वाले महीनों की संख्या आदि

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

डॉ. अमोल रामसिंग कोल्हे: माननीय अध्यक्ष जी, माननीय मंत्री जी ने पुणे-नासिक रेल कनेक्टिविटी का उत्तर दिया है, उसमें एलाइनमेंट बदल दी गई है जबकि ओरिजनल एलाइनमेंट जो महाराष्ट्र रेल डेवलपमेंट कॉर्पोरेशन की तरफ से बनाई गई थी। जुन्नर और ओमेगा रिच एग्रीकल्चरल प्रोड्यूस हैं और हाई वैल्यू एक्सपोर्ट ओरिएंटेड गुड्स प्रोड्यूस करते हैं, इस ओरिजनल एलाइनमेंट पर साईनगर और चाकण एमआरआईडीसी है और यह इसलिए महत्वपूर्ण है क्योंकि सिर्फ चाकण एमआरआईडीसी

में रेवेन्यू डेढ़ लाख करोड़ रुपये से ज्यादा है। अगर आम कम्यूटर्स की बात करें तो चाकन एरिया में सिर्फ 10 किलोमीटर जाने के लिए दो से तीन घंटे लगते हैं इसलिए ओरिजनल एलाइनमेंट बहुत इम्पोर्टेंट है, लेकिन इसके लिए जो कारण दिया है, वह जीएमआरटी बताया गया है। यह कहा गया है कि डिपार्टमेंट ऑफ एटोमिक एनर्जी ने एडवाइस किया कि जीएमआरटी ऑब्जर्वेटरी को इससे तकलीफ हो सकती है।

महोदय, मैं आपके सामने ग्लोबल केस स्टडी रखना चाहता हूं कि विश्व में 15 ऐसे देश हैं जहां रेडियो टेलीस्कोप और रेलवे को-एग्जिस्ट करते हैं। ये देश हैं - जर्मनी, ऑस्ट्रेलिया, जापान, स्पेन, फ्रांस, पोलैंड, फिनलैंड, कनाडा और न्यूजीलैंड।

महोदय, मैं मंत्री जी से यह पूछना चाहूंगा कि अगर 15 देशों में इसकी बात हो रही है, तो हमारे देश के यशस्वी प्रधानमंत्री आदरणीय नरेन्द्र मोदी जी के नेतृत्व में भारत यह बात क्यों नहीं कर सकता है? क्या इसमें नेशनल सेंटर फॉर रेडियो एस्ट्रोफिजिक्स, परमाणु ऊर्जा विभाग और रेल मंत्रालय की एक डेडिकेटेड ट्राई पार्टी टेक्निकल कमेटी ने इसका मूल्यांकन किया है? अगर उन्होंने इसका मूल्यांकन किया है, तो क्या आदरणीय मंत्री जी उस कमेटी की रिपोर्ट सदन के समक्ष रखना चाहेंगे?

श्री अश्विनी वैष्णव : माननीय अध्यक्ष जी, माननीय सांसद जी ने जो विषय उठाया है, वह पुणे-नासिक सेमी-हाई-स्पीड रेल परियोजना के बारे में है। पुणे-नासिक सेमी-हाई-स्पीड रेल के लिए पहले एक प्रस्ताव आया था, वह नारायणगांव से होकर गुजर रहा था। इस एलाइनमेंट में एक जीएमआरटी स्थित है। जीएमआरटी एक इंटरनेशनली यूज्ड ऑब्जर्वेटरी है, जिसमें 31 देशों ने योगदान दिया है। 31 देश उस ऑब्जर्वेटरी का इस्तेमाल कर रहे हैं।

माननीय अध्यक्ष जी, टेक्निकल ग्राउंड्स के आधार पर विज्ञान और प्रौद्योगिकी विभाग और परमाणु ऊर्जा विभाग ने बहुत साफ-साफ कहा है, अगर इस ऑब्जर्वेटरी के पास में से कोई भी रेलवे लाइन जाएगी, तो यह जो इंटरनेशनल इम्पोर्टेंस का प्रोजेक्ट है, उसमें डिस्टर्बेंस आएगा। राज्य सरकार ने सभी जनप्रतिनिधियों और सबके साथ विस्तृत रूप से चर्चा करने के बाद यह निर्णय

लिया है कि इसका एलाइनमेंट इस तरह से होना चाहिए, क्योंकि नासिक से साईनगर-शिरडी के लिए पहले ही डबल लाइन की डीपीआर बन चुकी है।

साईनगर शिरडी से पुणतांबा जंक्शन की डबलिंग लाइन के लिए पहले ही 240 करोड़ रुपये की स्वीकृति मिल गई है। पुणतांबा जंक्शन से निम्बलक तक 80 किलोमीटर की दोहरीकरण लाइन का काम पूरा हो गया है। निम्बलक से अहिल्यानगर तक 6 किलोमीटर के दोहरीकरण लाइन का काम ऑलरेडी चल रहा है। अहिल्यानगर से पुणे के बीच 133 किलोमीटर की दूरी का काम है। उसके लिए नई डबल लाइन का डीपीआर तैयार हो गया है, जिसकी कीमत 8,970 करोड़ रुपये है।

मान्यवर अध्यक्ष जी, यह जो अल्टरनेटिव एलाइनमेंट है और जो पुराने एलाइनमेंट का प्रस्ताव रखा गया था, दोनों में समय का अंतर ज्यादा नहीं है। इसके साथ ही साथ जो साईनगर शिरडी है, वह हम सबके सांस्कृतिक दृष्टिकोण से बहुत ही महत्वपूर्ण तीर्थ-स्थल है, वह भी नासिक से जुड़ जाता है। नए एलाइनमेंट से बहुत ही अच्छे फायदे मिलेंगे। अगर माननीय सांसद जी कोई और सुझाव भी देना चाहेंगे और वे जिस रिपोर्ट के बारे में बता रहे हैं, अगर वे मेरे साथ उसको साझा करेंगे, तो मैं जरूर उसका भी अध्ययन करूंगा।

डॉ. अमोल रामसिंग कोल्हे: महोदय, मैं आदरणीय मंत्री जी के साथ केस स्टडी को साझा करना चाहूंगा। अगर माननीय मंत्री जी के उत्तर में चाकण औद्योगिक क्षेत्र के नए एलाइनमेंट का जिक्र होगा, तो अच्छा होगा, क्योंकि वह लाइन चाकण औद्योगिक क्षेत्र से काफी दूर स्थित है।

मैं पूछना चाहूंगा कि जायंट मीटरवेव रेडियो टेलिस्कोप (जीएमआरटी) है, हम सभी को उस पर अभिमान है। जैसा माननीय मंत्री जी ने कहा है कि यह इंटरनेशनल इम्पोर्ट्स का एक विषय है, लेकिन जीएमआरटी की वजह से जुन्नर और अंबेगांव तहसीलों में किसी उद्योग का विकास नहीं हो पा रहा है। अगर अब रेलवे का एलाइनमेंट भी उन स्थानों से दूर किया जाएगा, तो मैं सरकार से पूछना चाहूंगा कि जुन्नर और अंबेगांव के लोग भी इसी देश के वासी हैं, उनके समीप एक इंटरनेशनल प्रोजेक्ट आया है। इस प्रोजेक्ट की वजह से उनका जो डेवलपमेंटल डेफिसिट होगा, सरकार इस डेवलपमेंटल डेफिसिट को भरने की कोशिश किस प्रकार से करेगी?

महोदय, मैं एक सुझाव और देना चाहूंगा। तलेगांव और उरुली कांचन ट्रैक के तीसरी और चौथी रेलवे लाइन एक्सटेंशन का प्रस्ताव आया है। यह जो प्रोजेक्ट है, खेड़ तहसील के स्थानीय लोग इस प्रोजेक्ट का बहुत विरोध कर रहे हैं, क्योंकि इससे कई घर और खेत उजड़ रहे हैं। इसलिए आपके विभाग ने 12 गांवों के लिए जिस एलाइमेंट का प्रस्ताव रखा है, वे उसका पूरा विरोध कर रहे हैं।

महोदय, मैं मंत्री जी से गुजारिश करना चाहूंगा कि क्या इस एलाइनमेंट के बारे में दोबारा सोचा जा सकता है? अगर 15-20 किलोमीटर नॉर्दर्न साइट से यह एलाइनमेंट हो, जहां किसानों की कम से कम भूमि का अधिग्रहण हो और उनके कम से कम घर उजड़ें। जुन्नर और अंबेगांव तहसीलों का जो डेवलपमेंटल डेफिसिट है, इसमें दोनों को सहयोग मिले। क्या इस रीएलाइनमेंट के बारे में सोचा जा सकता है? क्या आप जुन्नर, अंबेगांव और खेड़ तहसीलों के किसानों को राहत देने के बारे में कुछ सोच रहे हैं?

श्री अश्विनी वैष्णव : मान्यवर अध्यक्ष जी, रेल मंत्रालय ने एक बहुत ही अच्छी पहल की है, जो 'गति शक्ति मल्टीमॉडल कार्गो टर्मिनल्स' के बारे में है। माननीय प्रधानमंत्री जी ने गति शक्ति के कॉन्सेप्ट से विभिन्न मोड्स को जोड़ने की एक पहल की है, उस विजन के तहत 'गति शक्ति मल्टीमॉडल कार्गो टर्मिनल' की एक बहुत अच्छी पॉलिसी है, जिसके तहत ऑलरेडी 130 'गति शक्ति मल्टीमॉडल कार्गो टर्मिनल्स' बन चुके हैं। उसी पॉलिसी के तहत जो दो नाम आपने लिए हैं, उनके इंडस्ट्रियल डेवलपमेंट के लिए बहुत कुछ किया जा सकता है। अगर 30-40 किलोमीटर का एक कनेक्टिंग सेक्शन भी बनना है, तो वह कनेक्टिंग सेक्शन इस कार्यक्रम के तहत भी बनाया जा सकता है।

मान्यवर सांसद महोदय और राज्य सरकार दोनों मिलकर वहां के जितने भी ग्रामीण क्षेत्र हैं, जहां इंडस्ट्रियल डेवलपमेंट करना है, उनके साथ एक बैठक करें। उसमें रेलवे के अधिकारियों को भी भेजा जाएगा। सबका साथ और सबका प्रयास के आधार पर एक साथ मिलकर आगे इसका डेवलपमेंट हो, इस बात पर निश्चित ही एक्शन लिया जाएगा। इसके साथ ही साथ जो दूसरे प्रोजेक्ट

के एलाइनमेंट की बात की गई है, उसमें भी मान्यवर सांसद, राज्य सरकार और रेलवे के अधिकारी सभी लोग मिलकर, यदि एलाइनमेंट चेंज करना है, तो उस पर बात कर सकते हैं। इसमें कुछ भी हार्ड एंड फास्ट नहीं है। जनता के लिए काम करने की दिशा में माननीय प्रधानमंत्री जी ने तो प्रधानमंत्री कार्यालय का नाम भी सेवा-तीर्थ कर दिया है। सेवा-तीर्थ उस भावना को दर्शाता है कि मोदी जी की सरकार जनता की सेवा के लिए समर्पित है। हमें उसी भावना के साथ काम करना है

माननीय अध्यक्ष: प्रो. वर्षा एकनाथ गायकवाड़ जी।

प्रो. वर्षा एकनाथ गायकवाड़: माननीय अध्यक्ष महोदय, बनारस रेलवे स्टेशन का स्टेशन कोड 1 दिसंबर से चेंज हुआ है। अब वह बीएसबीएस से बीएनआरएस इफेक्टिव हो गया है।

मंत्री महोदय, इस कारण पैसेंजर रिजर्वेशन सिस्टम पूरी तरह से डिस्टर्ब हो गया है। लगभग 30 नवंबर से लेकर 1 तारीख की सुबह तक वहां केओस फैल गया। माननीय अध्यक्ष महोदय, इसके कारण ऑनलाइन बुकिंग तथा रिफंड्स पर इसका इफेक्ट पड़ा और आपकी जो चार्ट शीट बनती है, उस सर्विस पर भी पूरी तरह से असर पड़ा। इस कारण पैसेंजर्स को बड़े पैमाने पर तकलीफ हुई है। आज भी बहुत सारे पैसेंजर्स ओल्ड स्टेशन कोड बीएसबीएस के लिए ही अप्लाई कर रहे हैं। मेरी आपसे विनती है कि जब आप इस तरह से कोई चीज़ इफेक्टिव करते हैं, तो उसका असर पूरे सिस्टम पर होता है। जब इस तरह की चीज़ सामने आई है, तो इसके लिए आप आने वाले दिनों में क्या कार्रवाई करेंगे और आप किस तरह से आगे जाएंगे? इसके साथ ही अभी तक जो नुकसान हुआ है, क्या उसकी भरपाई होगी?

श्री अश्विनी वैष्णव : मान्यवर अध्यक्ष जी, यह प्रश्न पुणे-नासिक मार्ग के एलाइनमेंट के विषय पर था, लेकिन मान्यवर सांसद महोदय ने जो आरक्षण प्रणाली (आईआरसीटीसी) में एक स्टेशन कोड के परिवर्तन का पॉइंट उठाया है, मैं स्वयं उसकी जांच करूंगा। उसकी जांच करके उस पर जो एक्शन लेना होगा, मैं मान्यवर सांसद महोदय को उसकी जानकारी जरूर दूंगा।

माननीय अध्यक्ष: क्वेश्चन नंबर 46,

श्री ओमप्रकाश भूपालसिंह उर्फ पवन राजेनिंबालकर जी – उपस्थित नहीं।

एआई ऐप को दी गई निजी तस्वीरों और डेटा की सुरक्षा

***46. #श्री ओमप्रकाश भूपालसिंह उर्फ पवन राजेनिंबालकर:**

क्या इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या एआई ऐप को दी गई लोगों की निजी तस्वीरें और डेटा कानून द्वारा संरक्षित हैं;
- (ख) क्या ऐसी सुरक्षा डिजिटल व्यक्तिगत डेटा संरक्षण अधिनियम, 2023 के अंतर्गत प्रदान की जाती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा उक्त अधिनियम के अंतर्गत नियमों और डेटा संरक्षण बोर्ड की क्या स्थिति है;
- (ग) क्या सरकार ने सोशल मीडिया प्लेटफॉर्म को डीपफेक और मॉर्फेड इमेज का पता लगाने और उन्हें हटाने का निर्देश दिया है;
- (घ) क्या सूचना दिए जाने के 36 घंटे के भीतर ऐसी सामग्री को हटाया जाना अनिवार्य कर दिया गया है और विगत दो वर्षों के दौरान अनुपालन न किए जाने की स्थिति में कितनी कार्रवाई की गई है;
- (ङ.) क्या सरकार का विचार एआई द्वारा सृजित सामग्री के लिए लेबल/वॉटरमार्क अनिवार्य करने का है; और
- (च) क्या इंडियाएआई मिशन के अंतर्गत डीपफेक का पता लगाए जाने संबंधी कार्य कर रहे भारतीय स्टार्टअप्स अथवा अनुसंधानकर्ताओं को कोई अनुदान दिया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

माननीय अध्यक्ष: माननीय मंत्री जी ।

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

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

Since Shri Omprakash Bhupalsinh alias Pavan Rajenimbalkar was not present, hence Hon'ble Speaker asked the Hon'ble Minister to lay the reply and allowed Shrimati Satabdi Roy Banerjee to ask the Supplementary Question.

विवरण

(क) से (च) 13 नवंबर 2025 को अधिसूचित किए गए डिजिटल वैयक्तिक डेटा संरक्षण अधिनियम, 2023 (“अधिनियम”) और डिजिटल वैयक्तिक डेटा संरक्षण नियमावली, 2025 (“नियमावली”) सभी प्रकार के डिजिटल वैयक्तिक डेटा पर समान रूप से लागू होते हैं। इसमें निजी इमेज और वैयक्तिक डेटा शामिल हैं।

इस अधिनियम में सर्व-कम-सिलेक्शन कमेटी के ज़रिए नियुक्त एक चेयरपर्सन और चार अन्य सदस्यों के साथ भारतीय डेटा संरक्षण बोर्ड बनाने का भी प्रावधान किया गया है।

इस अधिनियम के तहत एक व्यापक ढांचा (फ्रेमवर्क) तैयार किया गया है जो लोगों को उनके वैयक्तिक डेटा पर विशिष्ट अधिकार प्रदान करता है। इसके तहत उन संगठनों (डेटा फिड्यूसरी) के लिए भी बाध्यताएं तय की गई हैं जो डिजिटल वैयक्तिक डेटा प्रसंस्करण के उद्देश्य और तरीकों का निर्धारण करते हैं।

सरकार डीपफेक, मॉर्फेड इमेज और गलत इरादे से तैयार की जाने वाली सिंथेटिक सूचना सामग्री की समस्या से निपटने के लिए सोशल मीडिया प्लेटफॉर्म और दूसरे पणधारकों के साथ सक्रिय रूप से संपर्क में रहती है।

माध्यस्थों को परामर्शी निदेश (एडवाइज़री)

भारत सरकार ने एक मुक्त, सुरक्षित, भरोसेमंद और जवाबदेह डिजिटल पारिस्थितिकी तंत्र सुनिश्चित करने के लिए सोशल मीडिया माध्यस्थों को कई परामर्शी निदेश (एडवाइज़री) जारी किए हैं।

दिनांक 26.12.2023, 15.03.2024 और 21.11.2025 को जारी किए गए परामर्शी निदेश (एडवाइज़री) के ज़रिए माध्यस्थों को सूचना प्रौद्योगिकी (मध्यवर्ती दिशानिर्देश और डिजिटल मीडिया सिद्धांत संहिता) नियमावली, 2021 (आईटी नियमावली, 2021) के तहत बताई गई उनसे अपेक्षित सावधानी (ड्यू-डिलिजेंस) और जिम्मेदारियों के बारे में याद दिलाया गया।

गलत इरादे वाले 'सिंथेटिक मीडिया' और 'डीपफेक' समेत गैर-कानूनी सूचना सामग्री से निपटने के लिए माध्यमस्थों को विशेष रूप से सलाह दी गई।

सूचना प्रौद्योगिकी (संशोधन) नियमावली, 2025

इसके अलावा, सूचना प्रौद्योगिकी (संशोधन) नियमावली, 2025 के तहत, माध्यमस्थों के लिए कोर्ट के आदेश या सरकार की तरफ से प्राधिकृत सूचना मिलने के 36 घंटों के अंदर बताई गई गैर-कानूनी सूचना सामग्री को हटाना या उसका अभिगम बंद करना अनिवार्य किया गया है।

सूचना प्रौद्योगिकी नियमावली, 2021 में संशोधनों का मसौदा

भारत सरकार ने सिंथेटिक तरीके से बनाई गई जानकारी से जुड़ी सूचना प्रौद्योगिकी नियमावली, 2021 में किए जाने वाले संशोधनों का मसौदा तैयार किया है और उन्हें सार्वजनिक परामर्श के लिए प्रस्तुत किया गया है।

ये संशोधन माध्यमस्थों, विशेष रूप से सोशल मीडिया माध्यमस्थों, महत्वपूर्ण सोशल मीडिया माध्यमस्थों और सिंथेटिक और एआई जनित सूचना सामग्री तैयार करने अथवा उसमें कोई संशोधन/आशोधन करने वाले प्लेटफॉर्मों के लिए अपेक्षित सावधानी रखने संबंधी ज़िम्मेदारियों को सुदृढ़ करते हैं।

एआई जनित छद्म तरीके से तैयार की गई सूचना सामग्री की स्पष्ट तौर पर पहचान करने और गलत जानकारी को रोकने के लिए ज़रूरी लेबलिंग, वॉटरमार्किंग और ट्रेसिबिलिटी मैकेनिज़्म का प्रस्ताव किया गया है।

राज्यों और कानून प्रवर्तन एजेंसियों की भूमिका

'पुलिस' और लोक व्यवस्था' राज्य के विषय हैं, जो भारत के संविधान की सातवीं अनुसूची के अंतर्गत आते हैं।

राज्य/संघ राज्य क्षेत्र मुख्य रूप से अपनी कानून प्रवर्तन एजेंसी (एलईए) के ज़रिए अपराधों को रोकने, उनका पता लगाने, जांच करने और उन पर मुकदमा चलाने के लिए प्राथमिक रूप से ज़िम्मेदार हैं।

एलईए भी सोशल मीडिया का गलत इस्तेमाल करने वाले लोगों के खिलाफ कानूनी प्रावधानों के अनुसार कानूनी कार्रवाई कर करती हैं।

एआई मिशन

सरकार ने एक व्यापक, समावेशी और स्थाई एआई पारिस्थितिकी तंत्र के निर्माण के लिए मार्च 2024 में राष्ट्रीय स्तर की एक पहल के रूप में इंडियाएआई मिशन को मंजूरी दी।

इसके विशेष स्तम्भों में से एक, सुरक्षित और विश्वसनीय एआई के तहत जवाबदेह एआई अपनाना सुनिश्चित करने के लिए मज़बूत गवर्नेंस फ्रेमवर्क के साथ नवाचार का संतुलन बनाने की कोशिश की गई है। इस स्तंभ के तहत, अनुसंधान और विकास के लिए नीचे दी गई तीन परियोजनाओं को चुना गया है:

परियोजना का शीर्षक	चयनित आवेदक
साक्ष्य: डीपफेक का पता लगाने और गवर्नेंस के लिए बहु-एजेंट, आरएजी-उन्नत फ्रेमवर्क	आईआईटी जोधपुर (सीआई) और आईआईटी मद्रास
एआई विश्लेषक: एडवर्सरियल रोबस्टनेस, एक्सप्लेनेबिलिटी और डोमेन जनरलाइज़ेशन के साथ श्रृंखला-दृश्य डीपफेक और हाथ से किए गए हस्ताक्षर की जालसाजी का पता लगाने की प्रक्रिया में सुधार	आईआईटी मंडी और फॉरेंसिक सेवा निदेशालय, हिमाचल प्रदेश
वास्तविक समय आधार पर डीपफेक का पता लगाने के लिए प्रणाली	आईआईटी खड़गपुर

SHRIMATI SATABDI ROY BANERJEE: Thank You, Sir. Sir, given the privacy and the national security risk, will the Minister state whether the Government has assessed the amount of non-public and sensitive information being fed into these AI models by Government employees and public agencies? What measures have the Government taken to ensure the safety and critical

Government data from being fed into these AI platforms including potential development of certain AI models under the India AI mission? Thank You, Sir.

SHRI ASHWINI VAISHNAW: The hon. Member has raised a very important point. I would like to put on record that the Government of hon. Prime Minister Shri Narendra Modi Ji and this Parliament have enacted the DPDP Act, the Digital Personal Data Protection Act. Before this Act, there was no mechanism by which the personal data could have been protected and because of the DPDP Act, now anybody who uses personal data of any user or any citizen of India will basically have a protection mechanism through which consent would have to be taken, data minimisation would have to be done, the right to forget will have to be done and the purpose will have to be very clearly defined. The Act has been notified very recently on the 13th November. This has created a totally new regime of protection for the citizens' data, and that is the spirit with which we are working. AI Apps and the AI models are also covered as a part of the DPDP Act.

माननीय अध्यक्ष: क्वेश्चन नंबर – 47, श्रीमती संगीता कुमारी सिंह देव – उपस्थित नहीं।

DEPLOYMENT OF BARC's WATER PURIFICATION UNITS

***47. #SHRIMATI SANGEETA KUMARI SINGH DEO:**

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

- (a) whether Bhabha Atomic Research Centre (BARC)'s low-cost water purification technologies such as Nano-Filtration Units and Domestic

Since Shrimati Sangeeta Kumari Singh Deo was not present, hence Hon'ble Speaker asked the Hon'ble Minister to lay the reply and allowed Shrimati Malvika Devi to ask the Supplementary Question.

Water Purifiers—have been deployed in fluoride-affected or iron-affected regions of Odisha;

- (b) if so, the number of units installed during the last three years, district-wise;
- (c) whether the Government proposes to expand these technologies in rural and tribal pockets of Odisha and if so, the details thereof; and
- (d) the details of any collaboration planned with the Government of Odisha for large-scale adoption of BARC water treatment systems?

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

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

विवरण

(क) और (ख) परमाणु ऊर्जा विभाग (डीएई) की संघटक यूनिट, भाभा परमाणु अनुसंधान केंद्र (बीएआरसी) ने भारत के ग्रामीण और सुदूर इलाकों में जल शोधन प्रौद्योगिकियों के इस्तेमाल पर एक पायलट प्रौद्योगिकी-प्रदर्शन परियोजना को क्रियान्वित किया है। इस पायलट परियोजना में, बीएआरसी ने अपने प्रौद्योगिकी लाइसेंसधारकों के माध्यम से, पिछले तीन वर्षों में ओडिशा के दो जिलों में परानिस्यंदन (यूएफ) और प्रतिलोम परासरण (आरओ) यूनिटों सहित निम्न-लागत झिल्ली-आधारित घरेलू जल शोधन यूनिटें तैनात की हैं। इनका ब्यौरा निम्नानुसार है:

1. ओडिशा के कालाहांडी जिले में 500 प्रतिलोम परासरण (आरओ)-आधारित घरेलू जल शोधन यूनिटें लगाई गईं।
2. ओडिशा के बौध जिले में 238 परानिस्यंदन (यूएफ)-आधारित घरेलू जल शोधन यूनिटें लगाई गईं।

उपरोक्त के अतिरिक्त, निम्नानुसार सामूहिक जल शोधन यूनिटें भी पिछले तीन वर्षों के दौरान ओडिशा में तैनात की गईं:

ए. खोरधा ज़िले में 4 आरओ-आधारित जल शोधन यूनिटें।

बी. मयूरभंज ज़िले में 3 आरओ-आधारित जल शोधन यूनिटें।

सी. बौध ज़िले में 1 आरओ-आधारित जल शोधन यूनिट तैनात की गई।

(ग) बीएआरसी, डीएई के अधिदेश के अनुरूप प्रौद्योगिकी विकास के लिए अनुसंधान और विकास कार्य करता है। इस प्रक्रिया में, समाजोपयोगी अनुप्रयोगों के लिए कुछ उपोत्पाद (स्पिन-ऑफ) प्रौद्योगिकियां भी विकसित की गई हैं। ये प्रौद्योगिकियां निजी उद्यमियों को वाणिज्यिकरण के लिए गैर-अनन्य आधार पर नाममात्र कीमत पर हस्तांतरण के लिए उपलब्ध हैं।

हाल ही में, बीएआरसी-विकसित जल शोधन प्रौद्योगिकियों (परानिस्यंदन और प्रतिलोम परासरण झिल्ली प्रौद्योगिकियां सहित) को पूरे भारत में 40 से ज़्यादा लाइसेंसधारकों को हस्तांतरित किया गया है ताकि देश में ग्रामीण और दूरदराज़ इलाकों सहित प्रौद्योगिकी को बड़े पैमाने पर इस्तेमाल किया जा सके।

(घ) शून्य

श्रीमती मालविका देवी: सर, नमस्कार। मैं आपसे पूछना चाहूंगी कि कालाहाण्डी कांस्टीट्यूएंसी में नुआपाड़ा डिस्ट्रिक्ट आता है, जहां फ्लोराइड का पानी है। वहां के लोगों में बहुत हैल्थ इफेक्ट्स जैसे किडनी की प्रॉब्लम्स हो रही हैं। आपने जो 500 रिवर्स ऑस्मोसिस के आरओ बेस्ड डोमेस्टिक वॉटर प्यूरिफायर्स लगाए हैं, उनके लगाए जाने के बाद क्या इफेक्ट हुआ है और केसेज़ में कितनी कमी आई है? थैंक-यू।

डॉ. जितेंद्र सिंह: माननीय अध्यक्ष महोदय, माननीय सदस्या ने बड़ा ही महत्वपूर्ण प्रश्न पूछा है। इनके प्रश्न का उत्तर देने से पहले मैं यह भी कह दूं कि हमने ओडिशा में यह जो सफलतापूर्वक प्रयोग किया है, वह इस बात का भी प्रमाण है कि किस प्रकार से भारत का परमाणु कार्यक्रम जीवन को सरल और स्वस्थ बनाने के लिए संकल्पित है।

यह बात इसलिए भी महत्वपूर्ण बन जाती है कि जब हमारा कार्यक्रम - न्युक्लियर प्रोग्राम शुरू हुआ था, तो होमी भाभा से बहुत सारे लोगों ने प्रश्न किया था कि कहीं इसके पीछे कोई न्युक्लियर वैपन्स इत्यादि की योजना तो नहीं है? उन्होंने बड़ी बुलंदी से यह घोषणा की थी कि “India's nuclear program is dedicated to peaceful purposes”, I am glad and proud to say that under Prime Minister Modi today we are seeing the true vindication of Homi Bhabha's declaration to the world.

अतः भिन्न-भिन्न क्षेत्रों में, जितना हमारा कार्यक्रम रहा है, चाहे वह कृषि का क्षेत्र हो, चाहे वह स्वास्थ्य का क्षेत्र हो, इसलिए, जहां तक स्वास्थ्य की बात है, टाटा मेमोरियल अस्पताल के 11 अस्पताल बन चुके हैं।... (व्यवधान) उसमें से नौ अस्पताल फंक्शनल हो गए हैं। ... (व्यवधान) हमने एक ग्रिड बनाया है, लगभग 300 से अधिक अस्पतालों में टाटा की कोई न कोई फैसिलिटी, कोई न कोई सुविधा रखी है।

इसी प्रकार स्वास्थ्य को देखते हुए, जैसा कि माननीय सदस्या ने ठीक कहा कि कालाहाण्डी और बौध, ये दो जिले ओडिशा में हैं, जहां यह प्रयोग किया गया है। दो तरह का प्रयोग किया गया, एक तो रिवर्स ऑस्मोसिस का प्रयोग था, जो कालाहाण्डी जिले में हुआ है, जिसका इन्होंने उल्लेख किया है। दूसरा प्रयोग अल्ट्राफिल्ट्रेशन का है। इसका परपज यह रहेगा, इसका उद्देश्य यह है कि जो डोमेस्टिक ड्रिंकिंग वॉटर है, वह साफ सप्लाइ किया जा सके। अल्ट्राफिल्ट्रेशन से माइक्रोब्स और जलासीन कीटाणु का निवारण होता है। रिवर्स ऑस्मोसिस से सैलिनिटी या कभी-कभी नमक या दूसरे ऐसे तत्व आ जाते हैं, जो पानी को पीने लायक नहीं रहने देते, उनका निवारण होता है।

इस प्रकार के रिवर्स ऑस्मोसिस के 500 इक्यूपमेंट्स हमने इस जिले में रखे हैं, जिसका ये जिक्र कर रही हैं। इसके अतिरिक्त भी तीन और जिले हैं, जहां कम्युनिटी वॉटर प्यूरिफिकेशन यूनिट्स हैं, क्योंकि यह तो घरों में हुआ है, लेकिन ये यूनिट्स उनके अतिरिक्त हैं। इनमें खोर्धा, मयूरभंज और बौध डिस्ट्रिक्ट्स हैं। मुझे यह कहते हुए भी खुशी है कि प्रधानमंत्री जी के नेतृत्व में हमने जो एक नई पहल की है, to open up the nuclear sector to the private players.

जैसा कभी किसी ने सोचा न था, यहां तक कि कभी किसी ने इसकी मांग भी नहीं की थी। ... (व्यवधान) इसको लेकर ये जो अप्रेंटिस लगाए जा रहे हैं, ये भी पीपीपी मॉडल में लगाए जा रहे हैं। इस तरह के लगभग 40 प्राइवेट पार्टनर्स हैं, जो हमारी इस योजना में शामिल हैं।

चूंकि दूसरे प्रदेशों के माननीय सदस्य भी यहां बैठे हैं, इसलिए, मुझे यह कहते और सांझा करते हुए हर्ष होता है कि ओडिशा के अतिरिक्त पश्चिम बंगाल, बिहार, छत्तीसगढ़, महाराष्ट्र, गुजरात, राजस्थान, तमिलनाडु, केरल, असम और कर्नाटक, यानी बिना भेदभाव के जहां भी आवश्यकता है, सरकार चाहे किसी भी दल की है, वहां पर ये लगाए गए हैं। कर्नाटक में लगाए गए हैं, पश्चिम बंगाल में सबसे ज्यादा हैं और केरल में भी हैं। जैसा कि मोदी जी ने कहा है, विकसित भारत के निर्माण में प्रत्येक नागरिक का योगदान अनिवार्य है, लिहाजा प्रत्येक नागरिक का स्वास्थ्य सुनिश्चित करना भी यह सरकार अपनी जिम्मेदारी समझती है।

माननीय अध्यक्ष : प्रश्न संख्या 48, श्री बालाशौरी वल्लभनेनी।

MACHILIPATNAM AND REPALLE RAILWAY LINE

***48. SHRI BALASHOWRY VALLABHANENI:**

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

(a) whether it is a fact that Machilipatnam and Repalle railway line is a long-pending demand of Diviseema and Avanigadda people in Andhra Pradesh and if so, the details thereof;

(b) whether it is a fact that after completion of the project, this small stretch will save 55 kms. of train journey and nearly 1½ hours of time and if so, the details thereof;

(c) the details of usefulness of this stretch for transportation of goods since Machilipatnam port is coming up;

(d) the details of the reasons for pending construction of this stretch since long;
and

(e) the details of the timeline by which this stretch is going to be completed?

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

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

विवरण

(क) से (ड) मछलीपट्टनम और रेपल्ले पहले ही विजयवाड़ा जंक्शन के रास्ते मौजूदा रेल नेटवर्क से जुड़े हुए हैं। मछलीपट्टनम-गुडिवाड़ा-विजयवाड़ा का दोहरीकरण हाल ही में पूरा हो गया है, जिससे मछलीपट्टनम पत्तन तक संपर्कता में सुधार होगा।

मछलीपट्टनम से रेपल्ले के बीच सीधे और छोटी दूरी की रेल संपर्कता मुहैया कराने के लिए, नई रेल लाइन (45.30 कि.मी.) के निर्माण के लिए सर्वेक्षण कार्य स्वीकृत किया गया है। विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने के लिए फील्ड सर्वेक्षण शुरू कर दिया गया है।

इसके अलावा, क्षेत्र में संपर्कता में सुधार लाने के लिए, विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने हेतु निम्नलिखित सर्वेक्षण स्वीकृत किए गए हैं:

क्र.सं.	सर्वेक्षणों के नाम	लंबाई (कि.मी. में)
1	मछलीपट्टनम-नरसापुर नई लाइन	74
2	रेपल्ले- बापट्ला नई लाइन	46
3	गूडूर-विजयवाड़ा चौथी लाइन	293
4	विजयवाड़ा बाईपास लाइन (इंदुपल्ली - दुगिराला)	49

विस्तृत परियोजना रिपोर्ट तैयार होने के पश्चात, परियोजना को स्वीकृत करने के लिए राज्य सरकारों सहित विभिन्न हितधारकों से परामर्श करना आवश्यक होता है और अन्य आवश्यक

अनुमोदन जैसे नीति आयोग, वित्त मंत्रालय आदि का मूल्यांकन शामिल हैं। चूंकि परियोजनाओं को स्वीकृति प्रदान करना निरंतर चलने वाली गतिशील प्रक्रिया है, अतः सटीक समय-सीमा विभिन्न हितधारकों द्वारा मूल्यांकन और अनुमोदन पर निर्भर करती है।

आंध्र प्रदेश

हाल के वर्षों में बजट आवंटन में काफी वृद्धि हुई है। आंध्र प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली ऐसी अवसंरचना संबंधी परियोजनाओं और संरक्षा कार्यों के लिए बजट आवंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	886 करोड़ रुपए/वर्ष (तेलंगाना सहित)
2025-26	9417 करोड़ रुपए

वर्ष 2009-14 और वर्ष 2014-25 के दौरान आंध्र प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथ की कमीशनिंग/बिछाने के कार्यों का ब्यौरा निम्नानुसार हैं:

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	363 कि.मी.	-
2014-25	1,582 कि.मी.	4 गुना से अधिक)

दिनांक 01.04.2025 की स्थिति के अनुसार, 70,231 करोड़ रुपए की लागत पर आंध्र प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली कुल 4,498 किलोमीटर लंबाई की 39 परियोजनाओं (12 नई लाइन और 27 दोहरीकरण) को स्वीकृत किया गया है, जिनमें से 1,179 किलोमीटर लंबाई को कमीशन कर दिया गया है और मार्च, 2025 तक 28,039 करोड़ रुपए का व्यय किया गया है। इन कार्यों का सार निम्नानुसार है:-

योजना शीर्ष	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	कमीशन की गई लंबाई (कि.मी. में)	पूरा किए जाने वाला शेष कार्य (कि.मी. में)	मार्च 2025 तक व्यय (करोड़ रु. में)
नई लाइन	12	1595	199	1395	6413
दोहरी लाइन	27	2904	979	1925	21626
कुल	39	4498	1179	3320	28,039

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

क्र. सं.	परियोजना का नाम	लागत (करोड़ रुपए में)
1	विजयवाड़ा-गुडिवाडा-भीमवरम-नरसापुर, गुडिवाडा - मछलीपट्टनम और भीमवरम-निडदवोलू दोहरीकरण (221 कि.मी.)	4688
2	गुंटूर-तेनाली दोहरीकरण (24 कि.मी.)	205
3	नंदयाल-यरगुंटला नई लाइन (126 कि.मी.)	1050
4	जगय्यापेटा-मेलाचेरुवु-जनपहाड़ नई लाइन (48 कि.मी.)	737
5	ओबुलावारिपल्ले-कृष्णापट्टनम नई लाइन (113 कि.मी.)	2300
6	विजयनगरम-कोत्तवलसा तीसरी लाइन (35 कि.मी.)	285
7	रायचूर-गुंतकल दोहरीकरण (81 कि.मी.)	388
8	गुंतकल-कल्लूरु दोहरीकरण (41 कि.मी.)	410
9	येलहंका-पेनुकोंडा दोहरीकरण (123 कि.मी.)	1104
10	गूटी-धर्मावरम दोहरीकरण (90 कि.मी.)	1800

आंध्र प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली और हाल ही में शुरू की गई कुछ परियोजनाएं निम्नानुसार हैं:

क्र. सं.	परियोजना का नाम	लागत (करोड़ रुपए में)
1.	कोटिपल्ली-नरसापुर नई लाइन (57 कि.मी.)	2120
2.	नादिकुडे-श्रीकालाहस्ती नई लाइन (309 कि.मी.)	3122
3.	रायदुर्ग-कल्याणदुर्ग-तुमकुर नई लाइन (207 कि.मी.)	2496
4.	मारिकुप्पम-कुप्पम नई लाइन (24 कि.मी.)	297
5.	मलुगुर-पालसामुद्रम नई लाइन (18 कि.मी.)	342
6.	मलकानगिरी-भद्राचलम-पांडुरंगपुरम नई लाइन (174 कि.मी.)	3592
7.	एरुपालेम-अमरावती-नम्बुरु नई लाइन (57 कि.मी.)	2047
8.	कोत्तवलसा-कोरापुट दोहरीकरण (189 कि.मी.)	2500
9.	विजयवाड़ा-गुडूर तीसरी लाइन (287 कि.मी.)	6509
10.	गुंतकल-गुंटूर दोहरीकरण (401 कि.मी.)	4306
11.	येनुकोंडा से धर्मावरम दोहरीकरण (42 कि.मी.)	308
12.	गूटी-पेंदेकल्लु के बीच दोहरीकरण (29 कि.मी.)	352
13.	दुव्वाडा-सिंहाचलम नॉर्थ तीसरी और चौथी लाइन (21 कि.मी.)	356
14.	कोत्तवलसा - विजयनगरम चौथी लाइन (35 कि.मी.)	493
15.	गुडुर-रेणिगुंटा तीसरी लाइन (83 कि.मी.)	877
16.	निर्गुण्डि - पलासा - विजयनगरम तीसरी लाइन (385 कि.मी.)	4,963

पिछले तीन वित्त वर्षों अर्थात् 2022-23, 2023-24, 2024-25 में और वर्तमान वित्त वर्ष 2025-26 में आंध्र प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली 6967 कि.मी. की कुल लंबाई वाले 64 सर्वेक्षण कार्य (15 नई लाइन, 49 दोहरीकरण) शुरू कर दिए गए हैं।

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

- प्रत्याशित यातायात पूर्वानुमान और प्रस्तावित मार्ग की लाभप्रदता
- परियोजना द्वारा प्रदान की गई पहली और अंतिम मील कनेक्टिविटी

- अनुपलब्ध कड़ियों को जोड़ना और अतिरिक्त मार्ग प्रदान करना
- संकुलित/संतृप्त लाइनों का विस्तार
- राज्य सरकारों/केंद्रीय मंत्रालयों/सार्वजनिक प्रतिनिधियों द्वारा उठाई गई मांगें
- रेलवे की अपनी परिचालन संबंधी आवश्यकताएँ
- सामाजिक-आर्थिक महत्व
- कुल निधियों की उपलब्धता

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

- भूमि अधिग्रहण
- वन संबंधी मंजूरी
- बाधक जनोपयोगी सुविधाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक क्लीयरेंस
- क्षेत्र की भूविज्ञानी और स्थलाकृतिक स्थिति
- परियोजना स्थल के क्षेत्र में कानून और व्यवस्था की स्थिति
- विशिष्ट परियोजना स्थल के लिए वर्ष में कार्य करने वाले महीनों की संख्या आदि

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

12.00 hrs

SHRI BALASHOWRY VALLABHANENI: Sir, this Machilipatnam-Repalle railway line is a very important railway line. Hon. Minister has also given a very positive reply. I would like to ask the hon. Minister whether he is going to include this project in the 2026-27 Budget.

SHRI ASHWINI VAISHNAW: Sir, the hon. Member has raised a question about Repalle-Bapatla and Machilipatnam-Repalle lines. This is a very important

alignment, as I have replied in the answer itself, because this provides a new connectivity to Machilipatnam Port, and this, in a sense, directly takes the Machilipatnam cargo port towards other States of Southern India. That is why, this project has been under very important priority. The DPR is under preparation, but I would also like to point out that the connectivity to Machilipatnam Port via Vijayawada has undergone a very significant improvement. From Vijayawada to Machilipatnam, doubling has already been completed; from Vijayawada to Tenali, work on third line is going on; connectivity from Gudivada to Duggirala is also under survey. For Repalle-Bapatla line, DPR work is going on, and for Gudivada - Bhimavaram - Narsapur section, doubling has also been completed.

I would also like to point out that before 2014, the combined Railway budget for Andhra Pradesh and Telangana, the United State at that point of time, was only Rs. 886 crore, and now, hon. Prime Minister Narendra Modi ji is giving a budget of Rs. 9,417 crore to Andhra Pradesh alone. So, this is a huge jump in the Railway requirements of Andhra Pradesh, and that is really bringing a lot of change in Andhra Pradesh.

WRITTEN ANSWERS TO QUESTIONS

(i) Starred Question Nos. 49 to 60

अल्पसंख्यकों का शैक्षिक और सामाजिक-आर्थिक उत्थान

***49. श्री तारिक अनवर:**

क्या **अल्पसंख्यक कार्य** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या कटिहार जिले में अल्पसंख्यक समुदायों, विशेषकर मुस्लिम समुदाय में शैक्षिक पिछड़ापन, बेरोजगारी की उच्च दर और आर्थिक असुरक्षा विद्यमान है;

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

(ग) क्या सरकार ने कटिहार में अल्पसंख्यक छात्रों को 'पढ़ो परदेस' जैसी योजनाओं का लाभ देने के लिए कोई विशेष अभियान चलाया है;

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके क्या परिणाम रहे; और

(ङ) कटिहार के अल्पसंख्यक बहुल क्षेत्रों में सामाजिक-आर्थिक पिछड़ेपन को दूर करने के लिए रोजगारोन्मुखी कौशल विकास कार्यक्रमों और उद्यमशीलता को बढ़ावा देने के लिए सरकार की क्या ठोस योजनाएं हैं?

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरेन रिजिजू):

(क) और (ख) मंत्रालय में अल्पसंख्यक समुदायों के मध्य शैक्षिक पिछड़ेपन, बेरोजगारी दर और आर्थिक असुरक्षा संबंधी कोई विशिष्ट डेटा नहीं रखा जाता है। इसलिए कटिहार जिले से संबंधित कोई डेटा उपलब्ध नहीं है।

हालांकि, अल्पसंख्यक कार्य मंत्रालय अपनी विभिन्न व्यवस्थाओं के माध्यम से, भारत में छह अधिसूचित अल्पसंख्यक समुदायों की सामाजिक-आर्थिक स्थिति में सुधार लाने की दिशा में काम करता है।

(ग) और (घ) पढ़ो परदेश (ब्याज सब्सिडी योजना) को वर्ष 2021-22 के बाद कार्यान्वयन के लिए स्वीकृति प्राप्त नहीं हुई है।

तथापि, राष्ट्रीय अल्पसंख्यक विकास एवं वित्त निगम (एनएमडीएफसी) जोकि मंत्रालय के तहत एक सार्वजनिक क्षेत्र का उपक्रम है, के द्वारा विशेष रूप से अल्पसंख्यक समुदायों के छात्रों को 3 प्रतिशत प्रति वर्ष की कम ब्याज दर पर विदेशों में शिक्षा प्राप्त करने के लिए 30 लाख रुपये तक का शैक्षिक ऋण प्रदान किया जाता है।

(ड) अल्पसंख्यक कार्य मंत्रालय, प्रधानमंत्री विरासत का संवर्धन (पीएम विकास) को एक केंद्रीय क्षेत्र की योजना के रूप में लागू करता है। यह योजना निम्नलिखित के माध्यम से छह अधिसूचित अल्पसंख्यक समुदायों के उत्थान पर केंद्रित है:

- i. कौशल और प्रशिक्षण (गैर-पारंपरिक और पारंपरिक): पीएम विकास, अल्पसंख्यकों के बीच रोजगार उन्मुख कौशल और उद्यमिता को बढ़ावा देने पर जोर देता है। यह योजना पारंपरिक शिल्प के साथ आईटी-आईटीईएस, लॉजिस्टिक्स, हेल्थकेयर, इलेक्ट्रॉनिक्स जैसे आधुनिक, उच्च विकास वाले क्षेत्रों और अन्य उभरते कार्यक्षेत्रों में प्रशिक्षण में सहायता प्रदान करती है।
- ii. महिला नेतृत्व और उद्यमिता: पीएम विकास का उद्देश्य डिजिटल साक्षरता, वित्तीय समावेशन, सामुदायिक नेतृत्व और आजीविका वृद्धि में प्रशिक्षण के माध्यम से अल्पसंख्यक महिलाओं को सशक्त बनाना है। यह कार्यक्रम महिलाओं को आवश्यक उद्यमशीलता संबंधी दक्षताओं और ऋण तथा बाजार के अवसरों तक पहुंच की सुविधा प्रदान करता है, जिससे उनकी आर्थिक भागीदारी और अधिक सुदृढ़ होती है।

इसके अलावा, एनएमडीएफसी की सावधि ऋण योजना के तहत, निम्नलिखित क्षेत्रों में व्यावसायिक रूप से व्यवहार्य और तकनीकी रूप से साध्य किसी भी उद्यम के लिए सहायता उपलब्ध है:

(क) कृषि और संबद्ध क्षेत्र; (ख) तकनीकी व्यापार; (ग) लघु व्यवसाय; (घ) कारीगरी और पारंपरिक व्यवसाय; (ड) परिवहन और सेवा क्षेत्र।

METRO SERVICE BETWEEN KOLKATA AND SUBURBAN AREAS

***50. SHRI KALYAN BANERJEE:**

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

- (a) whether it is a fact that Government proposes to extend metro railway services between Kolkata and suburban areas and if so, the details thereof;
- (b) the timeframe to complete Joka-Esplanade Purple Line connection therefor;
- (c) the details of the Detailed Project Reports/project plan for extension of metro railway from Howrah to Sheoraphuli to manage capacity constraints and improve infrastructure for smoother journey to religious places of Tarakeswar, Joyrambati, Kamarpukur thereof; and
- (d) the present status of other proposed projects of metro extension?

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

(a) to (d) Metro project in Kolkata started in 1972. The details of the Metro commissioned since then are as under:

Period	Metro Commissioned
1972 to 2014 (42 years)	28 km
2014 to 2025 (11 years)	45 km

Presently, 4 metro corridors of total 52 km are under construction in and around Kolkata out of which 20 km is held up due to land acquisition and utility shifting issues pertaining to State Government. The status of these corridors is as given below:

(i) Joka – Esplanade (14 km):- Joka - Majerhat (7.74 km) has been commissioned and balance work from Majerhat to Esplanade (6.26 km) has been taken up. However, progress of the work is affected due to the following issues:

SN	Location	Issues
1.	Khidderpur Metro Station	● For utility shifting and road traffic diversion, 837 sqm permanent and 1,702 sqm temporary land of State Government (Kolkata Armed Police) is required. The proposal of this land was sent to State Government on 24.08.2020. ● Several meetings were held with officials of Government of West Bengal (GoWB) for transfer of above land. ● After lot of persuasion, State Government finally accorded approval in July 2025 only after almost 5 years.
2.	Dr. B.C. Roy Market	● For construction of Esplanade Metro Station, temporary shifting of unauthorised 528 Shops at B.C. Roy Market on Defence land is required. ● The proposal for NOC of temporary/permanent shifting of these shops was submitted to State Government in February 2022. Shops for temporary shifting of these unauthorized shops have also been constructed by Railway. ● The State Government has been requested to facilitate shifting. Regular follow up with State PWD is also being done.

SN	Location	Issues
		Issue is pending for more than 3.5 years.

(ii) New Garia - Dum Dum Airport (32 km): New Garia – Belaghata (9.8 km) has been commissioned and balance work from Belaghata to Dum Dum Airport (22.2 km) has been taken up. However, progress of the work is affected due to the following issues:

SN	Location	Issues
1.	Chingrighata Crossing (Between Belegghata – Gour Kishore Ghosh stations)	- Temporary traffic diversion at Chingrighata crossing for launching of viaduct segments is required for 3 nights each on either side of the road (8 hours on every night). - The proposal was submitted to Government of West Bengal (GoWB) in December 2024. - The diversion road as desired by Kolkata traffic police has already been constructed in February 2025. - Since then, several meetings have been held with various State Government and Kolkata police officials for NOC. - The NOC is still awaited even after about 10 months.

(iii) Noapara – Barasat (18 km): Noapara - Jai Hind Airport (6.77 km) has been commissioned and work from Jai Hind Airport to Michael Nagar is in progress. However, work from New Barrackpore to Barasat (7.5 km) is

held up due to land acquisition and encroachment issues by State authorities.

SN	Location	Issues
1.	New Barrackpore to Barasat	- Land acquisition (23,000 sq. m) and removal of heavy encroachments (1,277 hutments, 764 shops) are involved in this section. - The matter is not yet resolved by GoWB.

- (iv) Baranagar – Barrackpore - Dakshineswar (14.5 km): Baranagar – Dakshineswar (2 km) has been commissioned and balance work from Baranagar to Barrackpore (12.5 km) is held up due to pending utility shifting in the alignment by State Government authorities. The details are as below:

SN	Location	Issues
1.	Baranagar to Barrackpore	- The original alignment along the B.T road was agreed in 2011 as per MoU among Metro Railway, RVNL and Kolkata Municipal Corporation. - As per MoU, existing pipeline was to be replaced by new 64 inch diameter pipeline by the State Government. - Shifting of this pipeline was completed in 2012. - However, NOC is still awaited from Government of West Bengal.

Sheoraphuli is already connected with Howrah. Sheoraphuli is an existing station of Indian Railway Network on Howrah - Bandel Junction mainline having 5 tracks.

Tarakeswar - Bishnupur (83 km) new line project is held up due to law and order issues in Goghat - Kamarpukur section falling in Hooghly district. The work was stopped by local villagers in about 900m length near Bhabadighi Pond. The work is held up since 2016.

West Bengal

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

Period	Outlay
2009-14	₹4,380 Cr./year
2025-26	₹13,955 Cr. (More than 3 times)

As on 01.04.2025, 42 projects (12 New Lines, 04 Gauge Conversions and 26 Doubling), of total length of 4,402 km, costing ₹67,991 crore falling fully/partly in the State of West Bengal have been sanctioned, out of which, 1,702 km length has been commissioned and an expenditure of ₹23,410 crore has been incurred upto March, 2025. The summary is as under:

Category	No. of projects	Total Length (in km)	Length Commissioned till March, 2025 (in km)	Total Exp. upto March, 2025 (₹ in Cr.)
New Lines	12	1,032	337	11,368
Gauge Conversion	4	1,201	854	3,673
Doubling/Multi-tracking	26	2,169	511	8,370
Total	42	4,402	1,702	23,410

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

SN	Project	Cost (₹ in Cr.)
1	Rampurhat-Mandarhill new line & Rampurhat-Murarai 3 rd line (159 km)	1,500
2	Azimganj - Murshidabad new line (7 km)	164
3	Bardhaman - Katwa Gauge Conversion (52 km)	696
4	Ahmedpur - Katwa Gauge Conversion (52 km)	440
5	Panskura - Kharagpur Doubling (45 km)	408
6	Lalgola - Jiaganj Doubling (23 km)	124
7	Krishnanagar - Bethuadahari Doubling (28 km)	152
8	Nabadwip Dham - Patuli Doubling (22 km)	170
9	Bethuadahari - Plassey Doubling (23 km)	132
10	Ambikakalna - Nabadwip Dham Doubling (23 km)	145
11	Nalhati - Sagardighi Doubling (26 km)	193
12	Tamluk Jn. – Basulya Sutahata Doubling (24 km)	245
13	Plassey - Jiaganj Doubling (54 km)	234
14	Azimganj - Manigram Doubling (21 km)	150
15	New Coochbehar - Gumanihat Doubling (29 km)	330

SN	Project	Cost (₹ in Cr.)
16	New Coochbehar- Samuktala Road Doubling (29 km)	445
17	Sainthia - Tarapith 3 rd line (22 km)	186
18	Ambari Falakata - New Maynaguri Doubling (37 km)	843
19	Bandel - Boinchi 3 rd line (31 km)	546
20	Boinchi - Shaktigarh 3 rd line (26 km)	424
21	Bazar Sau - Azimganj Jn. Doubling (42 km)	343
22	Sagardighi - Malda Town Doubling (25 km)	248
23	Kharagpur - Narayangarh 3 rd line (24 km)	270
24	Monigram - Nimtita Doubling (24 km)	713
25	Purulia - Kotshila Doubling (36 km)	393

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

SN	Project	Cost (₹ in Cr.)
1	Tarakeshwar - Bishnupur new line (83 km)	1,542
2	Sivok - Rangpo new line (44 km)	11,973
3	Balurghat - Hilli new line (30 km)	1,209
4	Kaliyaganj - Buniadpur new line (33 km)	1,147
5	Katihar - Kumedpur and Katihar - Mukuria Doubling (65 km)	943
6	Kharagpur - Adityapur 3 rd line (132 km)	3,250

7	Narayangarh - Bhadrak 3 rd line (153 km)	2,136
8	Chandil – Anara - Damodar 3 rd line (121 km)	1,932
9	Kalipahari - Bakhtarnagar 5 th line (18 km)	350
10	Dankuni - Baltikuri 3 rd & 4 th line (18 km)	429
11	Murarai - Barharwa 3 rd line (49 km)	935
12	Ranaghat - Krishnanagar City 3 rd line (26 km)	446
13	Aluabari Road - New Jalpaiguri 3 rd & 4 th line (57 km)	1,630

During last three years (i.e. 2022-23, 2023-24, 2024-25) and current Financial Year i.e. 2025-26, total 97 Nos. of Surveys (10 New Line, 87 Doubling) falling fully/partly in the State of West Bengal having a total length of 4,004 km have been sanctioned. Some of the important surveys that have been taken up are as under:

SN	Project	Length (km)
1	Kharagpur - Bhadrak 4 th line	173
2	Kharagpur - Tatanagar 4 th line	134
3	Chandil - Anara - Burnpur 4 th line	125
4	Malda town - Kumedpur 3 rd and 4 th line	61
5	Gumani - Malda town 3 rd and 4 th line including bridge over river Ganga	163

Execution of important infrastructure projects falling fully/partly in the State of West Bengal is held up due to delay in land acquisition. Status of land acquisition in West Bengal is as under:

Total Land required	4,564 Ha
Land Acquired	1,250 Ha (27%)
Balance Land to be acquired	3,314 Ha (73%)

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)	Amount Paid to State (₹ in Cr.)
1	Nabadwip Ghat – Nabadwip Dham new line	106.71	0	106.71	50
2	Sainthia Bypass line	22.28	0	22.28	0
3	Naihati - Ranaghat 3 rd line	13.33	0	13.33	1.3

Deshapran - Nandigram (18.5 km) Line was sanctioned in 2009-10 at a cost of ₹121.44 crores. The entire Project length is located in East Midnapore District. The project could not progress due to problems in land acquisition and was kept in abeyance. In April 2023 it was decided to re-start the work. However, Survey for land acquisition from Deshapran to 5.0 km could not be

completed due to law and order issues. As Deshapran is the connecting station, acquisition of this land is essential for commissioning of this project.

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 of the project/s.

5 जी सेवाओं का विस्तार

*51. श्री चन्द्र प्रकाश जोशी:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

- (क) नवम्बर, 2025 तक देश भर में कुल कितने 5जी मोबाइल टावर संस्थापित किए गए हैं;
- (ख) क्या भारतनेट परियोजना के अंतर्गत ग्रामीण क्षेत्रों में कनेक्टिविटी में सुधार हुआ है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) दूरस्थ और सीमावर्ती क्षेत्रों में डिजिटल अंतर को पाटने के लिए क्या कदम उठाए गए हैं; और
- (घ) राजस्थान में 5जी सेवाओं के विस्तार और ग्रामीण क्षेत्रों में कनेक्टिविटी की स्थिति का जिला-वार ब्यौरा क्या है?

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

- (क) दिनांक 31.10.2025 तक, दूरसंचार सेवा प्रदाताओं (टीएसपी) ने देश भर में 5.08 लाख 5जी बेस ट्रांसीवर स्टेशन (बीटीएस) संस्थापित किए हैं।
- (ख) जी हां, भारतनेट परियोजना के तहत ग्रामीण कनेक्टिविटी में सुधार हुआ है। अक्टूबर 2025 तक, 2.14 लाख ग्राम पंचायतें ब्रॉडबैंड कनेक्टिविटी हेतु सेवा प्रदान करने के लिए तैयार हैं और इस परियोजना के तहत पूरे देश में 13.66 लाख फाइबर टू द होम (एफटीटीएच) कनेक्शन प्रदान किए गए हैं।

(ग) दूरदराज और सीमावर्ती क्षेत्रों में डिजिटल अंतर को पाटने के लिए, सरकार ने डिजिटल भारत निधि (डीबीएन) का उपयोग करके कई कदम उठाए हैं जिसमें अन्य बातों के साथ-साथ निम्नलिखित शामिल हैं:-

- i. ग्राम पंचायतों (जीपी) और गांवों में ब्रॉडबैंड कनेक्टिविटी प्रदान करने के लिए भारतनेट परियोजना।
- ii. वामपंथी उग्रवाद (एलडब्ल्यूई) प्रभावित क्षेत्रों और आकांक्षी जिलों में मोबाइल सेवाएं प्रदान करने के लिए स्कीम।
- iii. सीमावर्ती क्षेत्रों में मोबाइल सेवाएं प्रदान करने के लिए स्कीम।
- iv. सेवा से वंचित गांवों में 4जी मोबाइल कवरेज प्रदान करने के लिए 4जी सेचुरेशन स्कीम।

(घ) राजस्थान में टीएसपी द्वारा प्रदान की गई 5जी सेवाओं के विस्तार का जिला-वार ब्यौरा संलग्न **विवरण** में दिया गया है। इसके अलावा, डीबीएन द्वारा वित्त पोषित मोबाइल स्कीमों के तहत 4जी प्रौद्योगिकी युक्त 1409 मोबाइल टॉवर चालू किए गए हैं और राजस्थान के 1684 ग्रामीण क्षेत्र के गांवों को सेवाएं प्रदान कर रहे हैं।

विवरण
राजस्थान में 5जी बीटीएस की जिला-वार संख्या

क्र.सं.	जिला	5जी बीटीएस की संख्या
1	अजमेर	1461
2	अलवर	1497
3	बालोतरा	16
4	बांसवाड़ा	373
5	बारां	303
6	बाड़मेर	803

7	ब्यावर	35
8	भरतपुर	789
9	भीलवाड़ा	911
10	बीकानेर	1232
11	बूंदी	336
12	चित्तौड़गढ़	611
13	चूरू	796
14	दौसा	562
15	डीग	59
16	धौलपुर	336
17	डीडवाना-कुचामन	67
18	डूंगरपुर	348
19	गंगानगर	786
20	हनुमानगढ़	739
21	जयपुर	5033
22	जैसलमेर	289
23	जालौर	798
24	झालावाड़	412
25	झुंझुनू	968
26	जोधपुर	2115
27	करौली	348
28	खैरथल-तिजारा	125
29	कोटा	1214
30	कोटपुतली-बहरोड़	87

31	नागौर	1194
32	पाली	881
33	फलोदी	29
34	प्रतापगढ़	192
35	राजसमंद	542
36	सलूबर	11
37	सवाई माधोपुर	445
38	सीकर	1245
39	सिरोही	449
40	टोंक	362
41	उदयपुर	1487
	कुल	30286

**AMENDMENTS TO THE CIVIL LIABILITY FOR NUCLEAR DAMAGE ACT,
2010 AND THE ATOMIC ENERGY ACT, 1962**

***52. DR. SHASHI THAROOR:**

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

- (a) whether the Government has proposed amendments to the Civil Liability for Nuclear Damage Act, 2010 and the Atomic Energy Act, 1962 to limit supplier liability including defining a cap on equipment suppliers' liability ahead of advancing nuclear cooperation with foreign entities such as in agreements with the United States and France and if so, the details thereof;

- (b) the timeline by which these amendments are likely to be placed before Parliament and implemented;
- (c) whether any assessment has been made of the manner in which such amendments would affect the accountability for nuclear safety and the rights of victims in case of a nuclear incident and if so, the details thereof;
- (d) the measures being considered to ensure that safety norms and regulatory oversight are strengthened even as liability provisions are relaxed; and
- (e) whether any compensation framework or insurance pool is being proposed or expanded to address potential damages under the revised liability structure 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 (e) During Budget 2025 announcement, the Government has announced that active private sector participation will be facilitated by undertaking amendments to Civil Liability for Nuclear Damage (CLND) Act 2010 and the Atomic Energy Act 1962.

The draft Atomic Energy Bill 2025 is currently in advanced stage of processing and preparation with final comments and suggestions from various Ministries being progressively incorporated along with concomitant vetting by

Ministry of Law and Justice for legal compliances. Policy directives of the Government with regard to specific aspects of the Bill are being suitably incorporated before being put up for approvals.

The exact modalities of the various aspects / concerns raised by The Hon'ble Member are being addressed in the amendments proposed and the position on these will be made clear once the draft gets vetted by the concerned ministries and is approved by the Government.

आवश्यक वस्तुओं की कीमतों की निगरानी

***53. श्री विजय कुमार दूबे:**

श्री आलोक शर्मा:

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

- (क) आवश्यक वस्तुओं की कीमतों की निगरानी से संबंधित प्रणालियों को सुदृढ़ करने के लिए कार्यान्वित किए गए नए तंत्रों/प्रणालियों का ब्यौरा क्या है;
- (ख) सरकार द्वारा दालों और खाद्य तेलों के बाजार मूल्य को स्थिर करने के लिए बफर स्टॉक स्तर सुनिश्चित करने हेतु क्या प्रयास किए जा रहे हैं;
- (ग) क्या सरकार द्वारा दालों और गेहूं की जमाखोरी को रोकने के लिए स्टॉक सीमा संबंधी संशोधित आदेश जारी किए गए हैं, यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) सरकार कालाबाजारी और कीमतों में हेराफेरी के विरुद्ध कड़ी कार्रवाई सुनिश्चित करने के लिए राज्यों के साथ किस प्रकार समन्वय कर रही है?

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

(क) उपभोक्ता मामले विभाग देशभर के 575 मूल्य रिपोर्टिंग केंद्रों द्वारा भेजे गए 38 आवश्यक खाद्य वस्तुओं के दैनिक मूल्यों की निगरानी करता है। मूल्य निगरानी प्रणाली (पीएमएस) मोबाइल ऐप रिपोर्टिंग की सुविधा और मूल्य डेटा की गुणवत्ता बढ़ाने के लिए शुरू किया गया है। पीएमएस मोबाइल ऐप के माध्यम से रिपोर्ट किए गए डेटा को यह सुनिश्चित करने के लिए जियो-टैग किया जाता है कि रिपोर्टिंग बाजार स्थानों से हो और इसमें मानवीय त्रुटियों से बचने के लिए तीन संग्रह केंद्रों के औसत मूल्य की स्वचालित गणना और रिपोर्टिंग की इन-बिल्ट सुविधा है। ग्राफिकल विज़ुअलाइजेशन, हीट मैप, वस्तुओं और भौगोलिक क्षेत्रों के बीच तुलना आदि के माध्यम से मूल्य डेटा के विश्लेषण के लिए एक एनालिटिकल डैशबोर्ड विकसित किया गया है।

(ख) मूल्य स्थिरीकरण कोष (पीएसएफ) के अंतर्गत सरकार द्वारा अनुरक्षित दालों का गतिशील बफर स्टॉक, दालों के मूल्यों में अत्यधिक उतार-चढ़ाव को नियंत्रित करने तथा उपभोक्ताओं को इन आवश्यक खाद्य वस्तुओं की किफायती दरों पर उपलब्धता सुनिश्चित करने में महत्वपूर्ण भूमिका निभाता है। घरेलू उत्पादन में उतार-चढ़ाव, मांग में मौसमी बदलाव और मार्केट प्लेयर्स की सट्टेबाज गतिविधियों के कारण अक्सर दालों की कीमतों में उतार-चढ़ाव होता है। बफर स्टॉक के माध्यम से किए गए बाज़ार हस्तक्षेप खुले बाज़ार में उपलब्धता बढ़ाती हैं और कीमतों को कम करने में मदद मिलती है। इसके अतिरिक्त, सरकार के पास दालों का बफर स्टॉक मार्केट प्लेयर्स द्वारा की जाने वाली गलत तरीके से जमाखोरी और बेईमान सट्टेबाज़ी के विरुद्ध एक निवारक के रूप में कार्य करता है।

खाद्य तेलों के मामले में, सरकार खाद्य तेलों की कीमत को स्थिर रखने के लिए कोई बफर स्टॉक नहीं रखती है। खाद्य तेलों के बाज़ार मूल्य को स्थिर रखने के लिए बेसिक इम्पोर्ट ड्यूटी (बीसीडी) को समय-समय पर तर्क संगत किया जाता है। ड्यूटी को तर्कसंगत बनाने से आवश्यक सामानों की कीमत और उपलब्धता दोनों को प्रभावित करते हुए कीमतों को स्थिर करने में मदद मिलती है। जब सरकार खाद्य तेल जैसी वस्तुओं पर आयात शुल्क कम करती है, तो इन उत्पादों की लैंडेड कॉस्ट घट जाती है, जिससे थोक और खुदरा कीमतें भी कम हो जाती हैं। सस्ते आयात

घरेलू कमी के समय बाज़ार में कुल आपूर्ति बढ़ाने में भी मदद करते हैं, जिससे कीमतों में तेज़ उछाल रुकता है और जमाखोरी या सट्टेबाज़ी जैसे व्यवहार हतोत्साहित होते हैं। आपूर्ति की बाधाओं को कम करके, शुल्क में कटौती महंगाई को नियंत्रित करने और उपभोक्ताओं को अचानक कीमतों में उतार-चढ़ाव से बचाने का एक प्रभावी उपकरण के रूप में काम करती है। इसके विपरीत, जब घरेलू कीमतें बहुत तेजी से गिरती हैं और किसानों की आय प्रभावित होती है, तो सरकार सस्ते आयातों को कम करने के लिए शुल्क बढ़ा सकती है, जिससे कीमतों को निचले स्तर पर भी स्थिर किया जा सके। इस प्रकार, शुल्क का तर्कसंगत करना अधिक और कम दोनों कीमत स्थितियों को प्रबंधित करने में लचीलापन प्रदान करता है, जिससे बाज़ार का सुचारु संचालन और देश में लंबे समय तक मूल्य स्थिरता सुनिश्चित होती है।

(ग) और (घ) वर्तमान में दालों पर कोई स्टॉक सीमा लागू नहीं है। गेहूं के संबंध में, कुल खाद्य सुरक्षा को प्रबंधित करने और जमाखोरी तथा अनैतिक सट्टेबाज़ी को रोकने के लिए, सरकार ने 26 अगस्त, 2025 को आवश्यक वस्तु अधिनियम (ईसी अधिनियम), 1955 के तहत संशोधित स्टॉक सीमा आदेश जारी किया, जो 31 मार्च, 2026 तक लागू रहेगा। आदेश के अनुसार, स्टॉक रखने की सीमा व्यापारी/थोक व्यापारी के लिए: 2000 मीट्रिक टन; रिटेलर के लिए: प्रत्येक रिटेल आउटलेट पर 8 मीट्रिक टन; बड़े चेन रिटेलर के लिए: प्रत्येक रिटेल आउटलेट पर 8 मीट्रिक टन तक, कुल अधिकतम मात्रा ($8 \times$ कुल आउटलेट्स की संख्या) और प्रोसेसर के लिए: मासिक स्थापित क्षमता का $60\% \times$ वित्तीय वर्ष 2025-26 के शेष महीनों की संख्या है।

आवश्यक वस्तु अधिनियम, 1955 और चोर बाजारी निवारण तथा आवश्यक वस्तु प्रदाय अधिनियम, 1980 (पीबीएमएसईसी अधिनियम) सरकार को आवश्यक वस्तुओं की कीमतों, उत्पादन, आपूर्ति, वितरण आदि को नियंत्रित करने का विधायी और प्रशासनिक आधार प्रदान करते हैं, ताकि उनकी आपूर्ति बनी रहे या बढ़े और उनका न्यायसंगत वितरण और उचित कीमतों पर उपलब्धता सुनिश्चित की जा सके, और खाद्य सामग्री की जमाखोरी/चोर बाजारी को रोका जा सके। ईसी अधिनियम और पीबीएमएसईसी अधिनियम का क्रियान्वयन केंद्र सरकार, राज्य सरकारों

और केंद्र शासित प्रदेश प्रशासनों के बीच सहयोगात्मक प्रयास है। राज्यों और केंद्र शासित प्रदेशों की जिम्मेदारी है कि वे इन नियमों को जमीन स्तर पर लागू और प्रवर्तन करें। राज्यों/केंद्र शासित प्रदेशों को आवश्यक है कि वे मासिक आधार पर ऑनलाइन पोर्टल के माध्यम से अधिनियमों के क्रियान्वयन पर की गई कार्रवाई की रिपोर्ट प्रस्तुत करें। राज्यों और केंद्र शासित प्रदेशों को निर्देश जारी किए जाते हैं कि वे व्यापारियों, डीलरों, आयातकों, मिलर्स, स्टॉकीस्ट और बड़े चेन रिटेलरों जैसी विभिन्न संस्थाओं द्वारा ऑनलाइन स्टॉक डिस्क्लोज़र पोर्टल पर दालों के स्टॉक के खुलासे की निगरानी करें।

JAAGO GRAHAK JAAGO CAMPAIGN

***54. SHRI RAO RAJENDRA SINGH:**

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

- (a) the details of the initiatives undertaken by the Government through the "Jaago Grahak Jaago" campaign or other platforms to educate consumers on interpreting sugar-related information on packaged food labels during the last five years;
- (b) whether the Government has evaluated the reach and effectiveness of its current social media-based awareness efforts in comparison to the earlier multi-platform "Jaago Grahak Jaago" campaign which employed television, radio and print media extensively and if so, the details thereof;
- (c) whether the Government acknowledges that engagement on official digital platforms, remains relatively low despite increased digitalization and if so, the steps being taken by the Government to enhance outreach

and impact across diverse consumer segments including rural and semi-urban areas;

- (d) whether the Government proposes to revive or redesign large-scale multimedia consumer awareness campaigns to effectively communicate issues related to nutrition labelling and sugar consumption among the public; and
- (e) 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 FSS (Labelling and Display) Regulations, 2020 sub-regulation 5(3)(a) provides the description/definition of sugar, added sugar, fat, dietary fibre and nutrients. Further the sub-regulation 5(3)(b) prescribes that Nutritional Information per 100g or 100ml or per single consumption pack of the product and per serve percentage (%) contribution to Recommended Dietary Allowance shall be given on the label as an informed choice to the consumer including Carbohydrate (g) and Total Sugars (g), added sugars (g). It also specifies that the class title Sugar to be used for Sucrose for ingredients in the list of ingredients

In order to raise awareness among the consumers on interpreting food labels, FSSAI is carrying out an awareness campaign called "#Har Label Kuch Kahta Hai" (Every Label Speaks). This initiative strategically utilizes digital

platforms to reach a wide audience, breaking down the intricacies of food labels into easily understandable information.

Through engaging posts, infographics, and videos, the social media posts educate consumers on key elements like nutritional information (calories, fats, sugars, protein), ingredient lists, allergen warnings, and date markings.

Apart from social media platforms, label awareness activities are also carried out in various Exhibitions, Fairs (Like Food Festival, Eat Right Mela, etc).

Besides, creating awareness on reading label, FSSAI has other initiatives as well, to address the adverse effects of consuming foods high in fat, salt, and sugar. One such initiative is the campaign called 'Aaj se Thoda Kam' which encourages consumers to gradually reduce their intake of fat, salt, and sugar through dietary modifications.

FSSAI has developed a series of short videos in English, Hindi, and 12 regional languages, accompanied by flyers, banners, and audio clips which are displayed in different exhibitions, like International Trade Fair, AAHAR, Eat Right Mela etc. and on different social media platforms, like Facebook, Instagram and Twitter.

FSSAI, under the Eat Right India movement is conducting different awareness campaigns and activities related to Food Safety and Hygiene.

In a strategic collaboration with the 'Jago Grahak Jago', FSSAI has engaged campaign to enhance consumer empowerment with respect to food safety. The core objective of this initiative was to promote awareness content

related to food labelling and packaged food standards, translating complex regulatory requirements into public knowledge.

रतलाम लोक सभा निर्वाचन क्षेत्र में नई रेल लाइन

*55. श्रीमती अनिता नागरसिंह चौहान:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार मध्य प्रदेश के रतलाम लोक सभा निर्वाचन क्षेत्र में नई रेललाइनों बिछा रही है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या वर्तमान में उक्त नई रेललाइनों के निर्माण का कार्य बहुत धीमी गति से चल रहा है;
- (घ) यदि हां, तो इसके क्या कारण हैं; और
- (ङ) क्या सरकार ने इन परियोजनाओं को पूरा करने के लिए कोई समय-सीमा निर्धारित की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (ङ) मध्य प्रदेश में रतलाम के निकट संपर्कता में सुधार लाने के लिए निम्नलिखित परियोजनाएं स्वीकृत की गई हैं:

क्रम सं.	परियोजना	लागत (करोड़ रुपए में)	लंबाई (किलोमीटर में)	पूरा किया गया	टिप्पणी
1.	दाहोद-इंदौर नई लाइन	9746	205 कि.मी.	57 कि.मी.	शेष कार्य प्रगति पर है।
2.	नीमच-रतलाम दोहरीकरण	1,096	133 कि.मी.	93 कि.मी.	शेष कार्य प्रगति पर है।
3.	छोटा उदयपुर-धार नई लाइन	1,794	157 कि.मी.	72 कि.मी.	शेष कार्य प्रगति पर है।

क्रम सं.	परियोजना	लागत (करोड़ रुपए में)	लंबाई (किलोमीटर में)	पूरा किया गया	टिप्पणी
4.	रतलाम-नागदा तीसरी और चौथी लाइन	964	41 कि.मी.	भूमि अधिग्रहण के अधीन	हाल ही में स्वीकृत
5.	वड़ोदरा-रतलाम तीसरी और चौथी लाइन	8,387	259 कि.मी.	भूमि अधिग्रहण के अधीन	हाल ही में स्वीकृत
6.	रतलाम-खंडवा आमान परिवर्तन	7,265	299 कि.मी.	212 कि.मी.	शेष कार्य प्रगति पर है।

मध्य प्रदेश

मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली रेल परियोजनाएँ भारतीय रेल के उत्तर मध्य रेलवे, पश्चिम मध्य रेलवे, पूर्व मध्य रेलवे, पश्चिम रेलवे, मध्य रेलवे, दक्षिण मध्य रेलवे और दक्षिण पूर्व मध्य रेलवे जोनों के अंतर्गत आती हैं।

हाल के वर्षों में बजट आवंटन में उल्लेखनीय वृद्धि हुई है। मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा संबंधी कार्यों के लिए बजट आवंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	632 करोड़ रुपए प्रति वर्ष
2025-26	14,745 करोड़ रुपए (23 गुना से अधिक)

2009-14 और 2014-25 के दौरान मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथ की कमीशनिंग/बिछाने का ब्यौरा निम्नानुसार है:

अवधि	कमीशन किए गए नए रेलपथ की लंबाई	कमीशन किए गए नए रेलपथ की औसत लंबाई
2009-14	145 किलोमीटर	29 किलोमीटर प्रति वर्ष

2014-25	2,651 किलोमीटर	241 किलोमीटर प्रति वर्ष (8 गुना से अधिक)

01.04.2025 की स्थिति के अनुसार, मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली 89,543 करोड़ रुपए की लागत वाली कुल 4,740 किलोमीटर लंबाई की 24 रेल परियोजनाएं (08 नई लाइन, 02 आमान परिवर्तन और 14 दोहरीकरण) स्वीकृत की गई हैं, जिनमें से मार्च, 2025 तक 2092 किलोमीटर लंबाई को कमीशन कर दिया गया है और 41,401 करोड़ रुपए का व्यय किया गया है। इसका सारांश निम्नानुसार है:

योजना शीर्ष	परियोजनाओं की सं.	कुल लंबाई (किलोमीटर में)	कमीशन की गई लंबाई (किलोमीटर में)	मार्च, 2025 तक व्यय (करोड़ रुपए में)
नई लाइन	8	1914	544	15069
आमान परिवर्तन	2	809	430	6766
दोहरीकरण/ मल्टीट्रैकिंग	14	2017	1118	19566
कुल	24	4,740	2,092	41,401

मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली तथा हाल ही में पूरी हुई कुछ परियोजनाओं का विवरण निम्नानुसार है:

क्र. सं.	परियोजना का नाम	लागत (करोड़ रुपए में)
1.	गुना-इटवा नई लाइन (348 किलोमीटर)	683
2.	जबलपुर-गोंदिया आमान परिवर्तन (300 किलोमीटर)	2005

3.	छिंदवाड़ा-नागपुर आमान परिवर्तन (150 किलोमीटर)	1512
4.	छिंदवाड़ा-मंडला फोर्ट आमान परिवर्तन (182 किलोमीटर)	1268
5.	घाट पिंडारी-बलखेड़ा दोहरीकरण (6 किलोमीटर)	29
6.	गुना-रुठियाई दोहरीकरण (20 किलोमीटर)	175
7.	खोदरी-अनूपपुर दोहरीकरण (62 किलोमीटर)	489
8.	झुकेही कॉर्ड लाइन, कटनी यार्ड को बाईपास करते हुए (2 किलोमीटर)	12
9.	सोनतलाई-बागरातवा दोहरीकरण (7 किलोमीटर)	110
10.	इटारसी-बुधनी तीसरी लाइन (25 किलोमीटर)	286
11.	तीगांव-चिचोडा घाट खंड तीसरी लाइन (17 किलोमीटर)	176
12.	भोपाल-बीना तीसरी लाइन (145 किलोमीटर)	1075
13.	बरखेड़ा-भोपाल तीसरी लाइन (41 किलोमीटर)	473
14.	नागदा-उज्जैन गंभीर पुल का दोहरीकरण (2 किलोमीटर)	28
15.	पेंड्रा रोड-अनुपपुर तीसरी लाइन (50 किलोमीटर)	394
16.	बीना-कोटा दोहरीकरण (283 किलोमीटर)	2477
17.	नीमच-चित्तौड़गढ़ दोहरीकरण (56 किलोमीटर)	560
18.	बिलासपुर में फ्लाईओवर के साथ खोदरी-अनूपपुर दोहरीकरण (72 किलोमीटर)	792
19.	बुदनी-बरखेड़ा तीसरी लाइन (27 किलोमीटर)	1703
20.	इंदौर-देवास-उज्जैन दोहरीकरण (79 किलोमीटर)	757
21.	अप दिशा में पोवारखेड़ा-जुझारपुर एकल लाइन फ्लाईओवर (16 किलोमीटर)	443

22.	अनूपपुर-कटनी तीसरी लाइन (165 किलोमीटर)	2311
23.	रमना-सिंगरौली दोहरीकरण (160 किलोमीटर)	2436
24.	करैला रोड-शक्तिनगर दोहरीकरण (32 किलोमीटर)	763
25.	मालखेड़ी-महादेवखेड़ी दोहरीकरण (12 किलोमीटर)	59

मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली तथा शुरू की गई कुछ परियोजनाएं, इस प्रकार हैं:

क्र. सं.	परियोजना	लागत (करोड़ रुपए में)
1.	इंदौर-मनमाड नई लाइन (360 किलोमीटर)	18,529
2.	रामगंजमंडी-भोपाल नई लाइन (277 किलोमीटर)	5073
3.	इंदौर-बुदनी नई लाइन (198 किलोमीटर)	7474
4.	ललितपुर-सतना, रीवा-सिंगरौली और महोबा-खजुराहो नई लाइन (541 किलोमीटर)	8914
5.	नीमच-बड़ी सादड़ी नई लाइन (48 किलोमीटर)	495
6.	कोटा तक विस्तार के साथ ग्वालियर-श्यामपुरकलां आमन परिवर्तन (284 किलोमीटर)	2913
7.	इटारसी-नागपुर तीसरी लाइन (280 किलोमीटर)	2450
8.	झांसी-बीना तीसरी लाइन (153 किलोमीटर)	2002
9.	मथुरा-ग्वालियर-झांसी तीसरी लाइन (274 किलोमीटर)	5924
10.	कटनी-बीना तीसरी लाइन (260 किलोमीटर)	3138
11.	कटनी-ग्रेड सेपरेटर/बाईपास (35 किलोमीटर)	2300
12.	कटनी-सिंगरौली दोहरीकरण (257 किलोमीटर)	4377

13.	सतना-रीवा दोहरीकरण (50 किलोमीटर)	590
14.	शहडोल-सिंहपुर चौथी लाइन (6 किलोमीटर)	54
15.	भुसावल-खण्डवा तीसरी और चौथी लाइन (131 किलोमीटर)	3285

पिछले तीन वर्षों अर्थात् 2022-23, 2023-24, 2024-25 में और चालू वित्त वर्ष 2025-26 में, मध्य प्रदेश राज्य में 5,901 किलोमीटर की कुल लंबाई को कवर करने वाले 61 सर्वेक्षण (18 नई लाइन और 43 दोहरीकरण) को मंजूरी दी गई है।

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

- अनुमानित यातायात पूर्वानुमान और प्रस्तावित मार्ग की लाभप्रदता
- परियोजना द्वारा प्रदान की गई पहली और अंतिम स्थान पहुंच संपर्कता
- अनुपलब्ध कड़ियों को जोड़ना और अतिरिक्त मार्ग प्रदान करना
- संकुलित/संतृप्त लाइनों का विस्तार
- राज्य सरकारों/केंद्रीय मंत्रालयों/जनप्रतिनिधियों द्वारा उठाई गई मांगें
- रेलवे की अपनी परिचालनिक आवश्यकताएँ
- सामाजिक-आर्थिक महत्व
- निधियों की समग्र उपलब्धता

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

- राज्य सरकार द्वारा भूमि अधिग्रहण
- वन संबंधी स्वीकृति
- अतिलंघनकारी जनोपयोगी सुविधाओं का स्थानांतरण

- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियाँ
- क्षेत्र की भूविज्ञानी 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।

EARLY WARNING SYSTEM FOR NATURAL DISASTER

***56. SHRI ARVIND GANPAT SAWANT:**

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

- (a) whether the Government has any institutional mechanism in place for forecasting major natural events such as cyclones, unseasonal rainfall, earthquakes, floods, etc., in the country and if so, the details thereof;
- (b) the steps taken by the Government to prevent loss of life and property or to minimize such losses;
- (c) whether the Government has developed early warning systems for predicting any disasters arising from such events and if so, the details thereof;
- (d) whether any steps have been taken by the Government to strengthen early warning systems in States that are regularly affected by cyclones and other natural disasters and if so, the details thereof; and
- (e) whether the Government has any data regarding the use of early warning systems and the prevention of losses caused by rainfall, earthquakes, floods, etc. during the last five years and if so, the details thereof?

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

(a) Yes. The Government has established an organized institutional mechanism for observing, monitoring and forecasting major natural events such as cyclones, unseasonal rainfall, etc.. The Ministry of Earth Sciences (MoES) serves as the nodal Ministry responsible for coordinating these efforts. Under this Ministry, the India Meteorological Department (IMD), in coordination with institutions such as the Indian Institute of Tropical Meteorology (IITM), Pune, the National Centre for Medium Range Weather Forecasting (NCMRWF), Noida, and the Indian National Centre for Ocean Information Services (INCOIS), Hyderabad, works round the clock to observe, monitor, detect and provide forecasting and warning services for major atmospheric–oceanic natural events. These include cyclones, unseasonal and heavy rainfall, thunderstorms, fog, etc.

Presently, there is no scientific technique available anywhere in the world to predict an earthquake precisely in terms of time, location and magnitude; hence, no proven system exists in the country to provide early warning of earthquakes. However, the National Centre for Seismology (NCS) under the Ministry is monitoring the earthquakes occurring in and around the country

through its seismological network and provides information about the earthquake occurrence with an intensity map.

Central Water Commission (CWC) under the Ministry of Jal Shakti is mandated to issue short-range flood forecasts with a lead time of up to 24 hours to concerned State Governments at identified locations. Timely flood forecasts are being issued when a certain threshold limit is reached.

Geological Survey of India (GSI) is responsible for the operational landslide warning system. For Earthquake Monitoring and Services, National Center for Seismology (NCS) under MoES is the Nodal office.

(b) and (c) A number of steps have been undertaken by the Government to prevent or minimise the loss of life and property from major natural events such as cyclones, unseasonal rainfall, earthquakes, etc.. For improving the detection and prediction of these events at a more granular and temporal scale, there has been a quantum jump in the weather observational and modeling systems. To provide computational support for such high-resolution models and to enable them to run regularly in real-time, the computing facilities (Arunika and Arka) have also been substantially increased to integrate voluminous data and run mesoscale, regional and global models at higher resolutions.

Recently, a new Central Sector Scheme, "Mission Mausam", was launched by the MoES to make Bharat a "Weather-ready and climate-smart" nation. IMD consistently issues timely alerts and forecasts to the public and concerned stakeholders. Various steps have been taken to ensure effective dissemination of warnings to vulnerable populations. The recently launched

Bharat Forecasting System (BharatFS) has been developed primarily to improve short- and medium-range weather predictions.

India Meteorological Department (IMD), in coordination with other centres in the MoES, has developed an end-to-end GIS-based Decision Support System (DSS), which has been working as the front end of the early warning systems for the timely detection and monitoring of all-weather hazards across the country, including the States regularly affected by cyclones and other natural disasters. It is supported with specific severe weather modules to provide timely impact-based early warnings for extreme weather events like cyclones, heavy rainfall, etc., which devastate human lives, livelihoods and infrastructure. The system utilizes historical data, including extreme events, as well as real-time surface and upper-air meteorological observations available for the Indian region and its neighbouring areas. It also includes RADAR observations, available every 10 minutes, and satellite products every 15 minutes. It also uses numerical weather prediction products from a suite of models run in the MoES institutions. These include hyperlocal, regional and global models. Further, IMD plays a crucial role in safeguarding lives and property through its advanced observational network and forecasting systems, enabling timely preparedness and response in close collaboration with the National Disaster Management Authority (NDMA). The entire system is integrated with modern telecommunication technologies to ensure the timely and effective dissemination of information. This coordinated approach ensures

that accurate and timely weather information reaches authorities and the public, enhancing disaster risk reduction efforts across the country.

Suitable colour code is used to highlight the impact of the severe weather expected and signal disaster management about the course of action to be taken regarding an impending severe weather event. IMDs' Impact-Based Forecasting (IBF) provides localized risk assessments for vulnerable populations in advance of extreme events, such as cyclones.

IMD has also brought out a web-based "Climate Hazard & Vulnerability Atlas of India" prepared for the thirteen most hazardous meteorological events, which cause extensive damage and economic, human and animal losses. The same can be accessed at https://imdpune.gov.in/hazardatlas/about_hazard.html. This atlas will help State Government authorities and disaster management agencies identify the hotspots and plan and take appropriate action to tackle extreme weather events. This product helps build climate change-resilient infrastructure.

A pilot implementation of Earthquake Early Warning (EEW) has been initiated in Himachal Pradesh to provide a few seconds of alert before strong shaking is felt, which can help in the automated shutdown of critical infrastructure.

The Central Water Commission issues inflow forecasts to identified reservoirs for proper reservoir regulation. Presently, flood forecasts are issued by CWC at 350 stations as per the Standard Operating Procedure. The network

has been established in consultation with the State Government/Project authorities.

(d) Yes Sir. IMD uses various digital platforms like common alert protocol (CAP), Application Programming Interface (API), Website, Mobile Apps, social media etc. for timely sharing and dissemination of various data and warnings and bulletins across various user groups and directly to public. IMD has launched seven of its services (Current Weather, Nowcast, City Forecast, Rainfall Information, Tourism Forecast, Warnings, and Cyclone) with the 'UMANG' Mobile App for use by the public. Moreover, IMD developed a mobile App, 'MAUSAM' for weather forecasting, 'Meghdoot' for Agromet advisory dissemination, and 'Damini' for lightning alerts. A total of 9342 crore SMS have been sent since August 2021, and during the recent cyclone "MonTha", a total of 77.64 crore SMS were sent to people.

CWC is providing a Seven-day advisory flood forecast on its web portal <https://aff.indiawater.gov.in/> for the same 350 stations through rainfall-based mathematical modeling. CWC takes immense steps and adopts various dissemination mechanisms to get maximum reach to the flood warnings produced, so that mitigation measures can be adopted by State Governments, State Disaster Management Authority (SDMA), National Disaster Management Authority (NDMA), and the public.

The flood forecasts formulated by CWC are disseminated to all stakeholders through the Flood Forecasting Website (<https://ffs.indiawater.gov.in/>)/(<https://aff.india-water.gov.in/>). FloodWatch India

2.0App/E-mail/Whatsapp/Facebook(CWCOfficial.FF)/X(Twitter-WCOfficial_FF), 'CWC Flood updates' (Youtube Channel), CAP Alert through NDMA Sachet portal. A total of 6274 CAP alerts were issued throughout the country and disseminated to stakeholders during Monsoon 2025.

For earthquakes, although prediction is not possible, the seismic monitoring network operated by NCS provides real-time data and rapid earthquake reports that support emergency response and situational awareness.

(e) Recent improvement in the various components of the early warning system for various extreme weather events has definitely helped in reducing the loss of lives significantly. For example, around 7000 people had lost their lives in 1999 Odisha Super Cyclone, while it has been reduced to less than 100 over the entire region from impact of tropical cyclones during recent years. Accurate forecast of 1 cyclone saves around 1100 crore rupees in terms of expenditure towards payment of ex-gratia to kins of dead, cost towards evacuation, and savings to various sectors, e.g., Power, Marine, Aviation, Railways, etc. As a result of these new initiatives, the overall skill of forecasting these severe weather events has improved by 30-40% over the last 10 years, from 2014 to 2024, resulting in a significant reduction in lives lost over the years.

बहराइच-जरवल रोड नई रेल लाइन

***57. डॉ. आनन्द कुमार गोंड:**

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या बहराइच-जरवल रोड नई रेल लाइन की विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार कर ली गई है क्योंकि उक्त रेल लाइन के लिए सर्वेक्षण कार्य पूरा हो गया है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो उक्त परियोजना की विस्तृत परियोजना रिपोर्ट को पूरा करने की समय-सीमा क्या है;
- (ग) क्या सरकार का विचार उक्त रेल लाइन का निर्माण कार्य शीघ्र शुरू करने का है, यदि हां, तो उक्त कार्य के लिए क्या समय-सीमा निर्धारित की गई है;
- (घ) क्या सरकार ने वर्तमान वित्तीय वर्ष में उक्त नई रेल लाइन के निर्माण कार्य के लिए बजट आबंटित किया है; और
- (ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो उक्त रेल लाइन के निर्माण कार्य हेतु बजट आबंटन के लिए क्या समय-सीमा निर्धारित की गई है?

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

(क) से (ङ) बहराइच और जरवल रोड पहले ही मौजूदा रेल नेटवर्क पर गोंडा जंक्शन के रास्ते जुड़े हुए हैं। संपर्कता को बेहतर बनाने के लिए, निम्नानुसार निर्माण कार्यों को स्वीकृति दी गई है:

क्र. सं.	परियोजना	लंबाई (किलोमीटर में)
1	बुढ़वल-जरवल रोड-गोंडा कचहरी चौथी लाइन	56
2	बुढ़वल- जरवल रोड-गोंडा तीसरी लाइन	62
3	बाराबंकी-बुढ़वल तीसरी लाइन	27
4	बहराइच-खलीलाबाद नई लाइन	240

इसके अलावा, सीधी संपर्कता प्रदान करने के लिए, बहराइच-जरवल रोड नई रेल लाइन (70 कि.मी.) के निर्माण के लिए सर्वेक्षण को स्वीकृति दी गई। सर्वेक्षण पूरा कर लिया गया है और विस्तृत परियोजना रिपोर्ट तैयार कर ली गई है।

विस्तृत परियोजना रिपोर्ट तैयार होने के बाद, परियोजना को स्वीकृति देने के लिए राज्य सरकारों समेत विभिन्न हितधारकों से परामर्श करना और आवश्यक अनुमोदन जैसे नीति आयोग, वित्त मंत्रालय का मूल्यांकन आदि अपेक्षित होते हैं। चूंकि परियोजना को स्वीकृति देना एक निरंतर चलने वाली और सतत प्रक्रिया है, इसलिए सटीक समय-सीमा विभिन्न हितधारकों द्वारा मूल्यांकन और अनुमोदन पर निर्भर करती है।

उत्तर प्रदेश

हाल के वर्षों में बजट आवंटन में उल्लेखनीय वृद्धि हुई है। उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आवंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	1,109 करोड़ रुपए प्रतिवर्ष
2025-26	19,858 करोड़ रुपए(लगभग 18 गुना)

वर्ष 2009-14 और 2014-25 के दौरान उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथ की कमीशनिंग/बिछाने का ब्यौरा निम्नानुसार है:-

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथ की औसत कमीशनिंग
2009-14	996 किलोमीटर	199 किलोमीटर प्रतिवर्ष
2014-25	5,272 किलोमीटर	479 किलोमीटर प्रतिवर्ष (2 गुना से अधिक)

01.04.2025 की स्थिति के अनुसार, उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली 62,360 करोड़ रुपए लागत पर 3,807 किलोमीटर कुल लंबाई की 49 परियोजनाएं (10 नई लाइन,

02 आमान परिवर्तन और 37 दोहरीकरण) स्वीकृत की गई हैं, जिनमें से 1,323 किलोमीटर लंबाई को कमीशन कर दिया गया है और मार्च, 2025 तक 30,611 करोड़ रुपए का व्यय किया जा चुका है। कार्य की संक्षेप में स्थिति निम्नानुसार है:

कोटि	स्वीकृत परियोजनाओं की संख्या	कुल लंबाई (किलोमीटर में)	मार्च, 2025 तक कमीशन की गई लंबाई (किलोमीटर में)	मार्च, 2025 तक किया गया व्यय (करोड़ रुपए में)
नई लाइन	10	1227	340	10517
आमान परिवर्तन	2	67	0	281
दोहरीकरण/मल्टीट्रैकिंग	37	2513	983	19813
कुल	49	3807	1323	30611

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

क्र. सं.	परियोजना	लागत (करोड़ रुपए में)
1	डोमिनगढ़-गोरखपुर-कुसुम्ही - तीसरी लाइन और गोरखपुर-नकहा जंगल दोहरीकरण (21 किलोमीटर)	508
2	बहराइच-नानपारा-नेपाल गंज आमान परिवर्तन (56 किलोमीटर)	342
3	बलिया-गाजीपुर सिटी दोहरीकरण (65 किलोमीटर)	650
4	गाजीपुर सिटी-तारीघाट नई लाइन (17 किलोमीटर)	1766
5	गोंडा-गोरखपुर लूप आमान परिवर्तन (260 किलोमीटर)	863
6	गोंडा-बहराइच आमान परिवर्तन (60 किलोमीटर)	318
7	बाराबंकी-अकबरपुर दोहरीकरण (161 किलोमीटर)	1700
8	कप्तानगंज-थावे-छपरा आमान परिवर्तन (234 किलोमीटर)	819

क्र. सं.	परियोजना	लागत (करोड़ रुपए में)
9	पीलीभीत-शाहजहांपुर आमान परिवर्तन (83 किलोमीटर)	589
10	इंदारा-दोहरीघाट आमान परिवर्तन (34 किलोमीटर)	213
11	लखनऊ-पीलीभीत आमान परिवर्तन (263 किलोमीटर)	1634
12	भदोही-जंघई दोहरीकरण (31 किलोमीटर)	168
13	लहोटा-भदोही दोहरीकरण (39 किलोमीटर)	184
14	मेरठ-मुजफ्फरनगर दोहरीकरण (55 किलोमीटर)	430
15	फाफामऊ-प्रयागराज दोहरीकरण (14 किलोमीटर)	212
16	मुजफ्फरनगर-टपरी दोहरीकरण (52 किलोमीटर)	525
17	उतरेटिया-रायबरेली दोहरीकरण (66 किलोमीटर)	662
18	रायबरेली-अमेठी दोहरीकरण (60 किलोमीटर)	668
19	आलमनगर-उतरेटिया दोहरीकरण (20 किलोमीटर)	358
20	भीमसेन-झांसी दोहरीकरण (206 किलोमीटर)	2620
21	इटावा-मैनपुरी नई लाइन (58 किलोमीटर)	313
22	मल्हौर-डालीगंज दोहरीकरण (13 किलोमीटर)	183
23	रूमा चकेरी- चंदारी तीसरी लाइन (13 किलोमीटर)	177
24	बरेली-पीलीभीत-टनकपुर आमान परिवर्तन (102 किलोमीटर)	313
25	रोसा-सीतापुर कैंट-बुढ़वल दोहरीकरण (181 किलोमीटर)	2094
26	जौनपुर-अकबरपुर (टांडा) दोहरीकरण (77 किलोमीटर)	676
27	रमना-रेणुकूट-सिंगरौली दोहरीकरण (160 किलोमीटर)	2436
28	जंघई-फाफामऊ दोहरीकरण (47 किलोमीटर)	414
29	वाराणसी-माधोसिंह-प्रयागराज दोहरीकरण (120 किलोमीटर)	2018

क्र. सं.	परियोजना	लागत (करोड़ रुपए में)
30	करैला रोड- शक्तिनगर दोहरीकरण (32 किलोमीटर)	763
31	देवबंद (मुजफ्फरनगर)-रुड़की (27 किलोमीटर)	1289
32	आगरा-इटावा नई लाइन (110 किलोमीटर)	427

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली कुछ परियोजनाएं जो शुरू की गई हैं, इस प्रकार हैं:

क्र. सं.	परियोजना	लागत (करोड़ रुपए में)
1	बाराबंकी-बुढ़वल तीसरी लाइन (27 किलोमीटर)	426
2	बुढ़वल- गोंडा कचहरी चौथी लाइन (56 किलोमीटर)	796
3	बुढ़वल-गोंडा तीसरी लाइन (62 किलोमीटर)	1118
4	बहराइच-खलीलाबाद नई लाइन (240 किलोमीटर)	4940
5	कटरा और अयोध्या धाम दोहरीकरण (10 किलोमीटर)	466
6	पंडित दीन दयाल उपाध्याय- प्रयागराज तीसरी लाइन (150 किलोमीटर)	2649
7	बिल्ली-चुनार दोहरीकरण (102 किलोमीटर)	1424
8	छपरा-बलिया दोहरीकरण (65 किलोमीटर)	1046
9	ऊंचाहार-अमेठी नई लाइन (66 किलोमीटर)	1229
10	एटा-कासगंज नई लाइन (29 किलोमीटर)	389
11	फेफना-इंदारा, मऊ-शाहगंज दोहरीकरण (150 किलोमीटर)	1778
12	गोरखपुर- वाल्मीकिनगर दोहरीकरण (96 किलोमीटर)	1121
13	वाराणसी-पंडित दीन दयाल उपाध्याय तीसरी और चौथी लाइन (15 किलोमीटर)	2464
14	झांसी-खैरार-मानिकपुर और खैरार-भीमसेन दोहरीकरण (431 किलोमीटर)	4330
15	सहजनवा-दोहरीघाट नई लाइन (81 किलोमीटर)	1320

पिछले तीन वर्षों 2022-23, 2023-24, 2024-25 में और चालू वित्त वर्ष 2025-26 में, उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली 6,414 किलोमीटर कुल लंबाई को कवर करते हुए 119 सर्वेक्षण कार्य (33 नई लाइन, 84 दोहरीकरण और 02 आमान परिवर्तन) स्वीकृत किए गए हैं।

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

- अनुमानित यातायात पूर्वानुमान और प्रस्तावित मार्ग की लाभप्रदता
- परियोजना द्वारा प्रदान की गई पहली और अंतिम स्थान पहुंच संपर्कता
- अनुपलब्ध कड़ियों को जोड़ना और अतिरिक्त मार्ग प्रदान करना
- संकुलित/संतृप्त लाइनों का विस्तार
- राज्य सरकारों/केंद्रीय मंत्रालयों/जनप्रतिनिधियों द्वारा उठाई गई मांगें
- रेलवे की अपनी परिचालनिक आवश्यकताएँ
- सामाजिक-आर्थिक महत्व
- निधियों की समग्र उपलब्धता

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

- 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।

**NATIONAL MINORITIES DEVELOPMENT AND
FINANCE CORPORATION**

***58. SHRI G. KUMAR NAIK:**

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

- (a) the details of schemes implemented by the National Minorities Development and Finance Corporation (NMDFC) and the objectives thereof;
- (b) the details of total funds allocated and released to States/UTs under NMDFC schemes since its inception during the last five years, year-wise and State/UT-wise; and
- (c) the number of beneficiaries who have availed assistance under NMDFC schemes during the said period?

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

(a) National Minorities Development & Finance Corporation (NMDFC) implements its schemes for socio-economic development of “backward sections” among the (06) notified minority communities by providing concessional loan for self-employment income generation ventures across the country. The schemes of NMDFC are implemented through State Channelizing Agencies (SCAs) nominated by respective State Govt./ UT Administration, Punjab Gramin Bank and Canara Bank. The details of NMDFC schemes are given in the enclosed **Statement-I**.

(b) and (c) The details of total funds released States/UT wise and number of beneficiaries, under NMDFC schemes since its inception are given in the enclosed **Statement-II**. Further the details of funds released States/UT wise

and number of beneficiaries assisted under NMDFC schemes for the last five years given in the enclosed **Statement-III**.

STATEMENT-I

Details of NMDFC schemes

Eligibility Condition

1. Muslims, Christians, Sikhs, Buddhists, Parsis & Jains notified as National Minorities by the Central Government under the National Minorities Commission Act, 1992 are eligible to avail benefit under NMDFC schemes.
2. The annual family income eligibility criterion under Credit Line-1 is upto Rs. 3.00 lacs p.a. for both rural & urban areas. Under Credit Line -2, persons with higher annual family income of upto Rs.8.00 lacs p.a. can avail higher quantum of financial assistance at a higher rate of interest.

Concessional Credit Schemes of NMDFC

1. Term Loan:- Assistance under this scheme is available for any commercially viable & technically feasible venture. Maximum Loan of up to Rs.20.00 Lacs per beneficiary is available under Credit Line-1 at an interest rate of 6% p.a.

Higher loan, maximum up to Rs.30.00 Lacs per beneficiary is available under Credit Line-2 at an interest rate of 8% p.a. for male beneficiaries & 6% p.a for female beneficiaries.

Education Loan:- Education loan scheme is part of term loan scheme. Education Loan is provided for pursuing technical and professional courses

with maximum course duration of 5 years. The Educational Loan of upto Rs.20.00 lacs for courses in India & Rs.30.00 lacs for courses abroad is available at an interest rate of 3% p.a. under Credit Line-1 while interest of 8% p.a. is charged from male beneficiaries & 5% p.a from female beneficiaries under Credit Line-2.

Virasat Scheme:- This scheme is also part of the Term Loan scheme and is implemented with the objective to meet credit requirements of the Artisans, both in terms of Working Capital and Fixed Capital for purchase of equipment/tools/machineries. Maximum loan, upto Rs.10.00 Lacs can be availed under the scheme at simple interest of 5% p.a. for Male Artisan & 4% p.a. for Female Artisan under Credit Line-1 and at simple interest of 6% p.a. for Male Artisan & 5% p.a. for Female Artisan under Credit Line-2.

2. Micro Finance:- Under Micro-finance scheme, micro-credit is extended to the members of Self Help Groups (SHGs), especially the women from Minority communities scattered in remote villages & urban slums, who are not able to take advantage of the formal banking credit. The scheme requires that the beneficiaries are organized into SHGs and get into habit of thrift & credit, however small. Maximum loan upto Rs.1.00 lac per SHG member is available under Credit Line -1 at an interest rate of 7% p.a.

Higher loan, maximum upto Rs.1.50 lacs per SHG member is available under Credit Line-2 at an interest rate of 10% p.a. for male beneficiaries & 8% p.a for female beneficiaries.

Credit Line-wise other parameters & funding structure of NMDFC schemes

A. Credit Line 1

Sr.	Parameters	Term Loan	Education Loan	Micro Finance	Virasat
1	Max. Loan Amount (Rs. In Lakh)	20	20 (In India for upto 5 years duration courses) 30 (Courses Abroad for upto 5 years duration)	1 per member of SHG 20 for a group of 20	10
2	Rate of Interest for beneficiaries (% p.a.)	6	3	7	5 (male) 4 (women)
3	Rate of Interest by SCA/Bank to NMDFC(%p.a.)	3	1	1	3 (male) 2 (women)
4	Moratorium period for the Beneficiaries	6 Months	6 mths after course completion or getting job, whichever is earlier	3 months	6 months
5	Repayment period for beneficiaries	5 Years	5 years	3 year	5 years
6	Means of Financing NMDFC: SCA/Bank: Beneficiary	90 : 5 : 5			

B. Credit Line 2

S.No.	Parameters	Term Loan	Education Loan	Micro Finance	Virasat
1	Max. Loan Amount (Rs. In Lakh)	30	20 (In India for upto 5 years duration courses)	1.50 per member of SHG	10

			30 (Courses Abroad for upto 5 years duration)	30 for a group of 20	
2	Rate of Interest for beneficiaries (% p.a)	8 (male) 6 (women)	8 (male) 5 (women)	10 (male) 8 (women)	6 (male) 5 (women)
3	Rate of Interest payable by SCA/Bank to NMDFC(% p.a)	5 (male) 3 (women)	2	4 (male) 2 (women)	4 (male) 3 (women)
4	Moratorium period for the Beneficiaries	6 months	6 mths after course completion or getting a job, whichever is earlier	3 months	6 months
5	Repayment period for beneficiaries	5 years	5 years	3 year	5 years
6	Means of Financing NMDFC: SCA/Bank: Beneficiary	90 :5 : 5			

STATEMENT-II

State/UT wise Cumulative Disbursement of Funds & No. of Beneficiaries Assisted by NMDFC as on 31-03-2025

Amt. Rs. in Crore

State/UTs	Micro Credit		Term Loan		Total	
	Disbursed	Beneficiaries	Disbursed	Beneficiaries	Disbursed	Beneficiaries
Andaman & Nicobar	-	-	0.03	3	0.03	3
Andhra Pradesh	10.67	24,328	60.90	31,215	71.57	55,543
Arunachal Pradesh	0.02	42	2.42	150	2.45	192
Assam	6.12	8,548	9.77	1,871	15.89	10,419
Bihar	1.32	6,154	52.37	13,249	53.68	19,403

Chandigarh			2.12	301	2.12	301
Chhattisgarh	1.50	667	9.40	1,370	10.90	2,037
Delhi	0.73	611	4.76	860	5.49	1,471
Goa	-	-	1.84	121	1.84	121
Gujarat	1.46	1,769	97.15	18,438	98.61	20,207
Haryana	9.99	7,119	85.09	12,353	95.08	19,472
Himachal Pradesh			99.61	8,773	99.61	8,773
Jammu & Kashmir	9.58	5,778	564.27	47,063	573.85	52,841
Jharkhand	0.35	456	10.00	1,343	10.35	1,799
Karnataka	3.73	4,393	134.27	24,902	138.00	29,295
Kerala	1,156.79	5,23,621	1,807.53	1,75,122	2,964.32	6,98,743
Ladakh	-	-	1.02	68	1.02	68
Lakshadweep	-	-	0.27	41	0.27	41
Madhya Pradesh	1.15	1,379	13.41	5,064	14.56	6,443
Maharashtra	11.01	7,713	155.32	18,016	166.33	25,729
Manipur	0.25	1,855	2.29	461	2.53	2,316
Meghalaya	0.09	82	1.58	151	1.67	233
Mizoram	0.10	123	65.55	14,914	65.65	15,037
Nagaland	24.37	12,195	75.80	13,634	100.16	25,829
Odisha	2.88	4,443	11.11	3,147	14.00	7,590
Puducherry	5.85	2,961	15.15	2,139	21.00	5,100
Punjab	-	-	107.57	17,793	107.57	17,793
Punjab Gramin Bank	-	-	2.00	134	2.00	134
Rajasthan	1.40	3,325	185.52	19,102	186.93	22,427
Sikkim	-	-	1.20	79	1.20	79
Tamil Nadu	411.93	2,29,302	248.72	24,527	660.65	2,53,829
Telangana	3.95	634	3.95	247	7.90	881
Tripura	0.05	50	118.13	9,954	118.18	10,004
Uttar Pradesh	5.19	10,949	173.34	35,203	178.54	46,152
Uttarakhand	0.20	1,130	10.46	1,146	10.66	2,276
West Bengal	2,400.25	10,63,462	1,427.47	1,60,050	3,827.73	12,23,512

STATEMENT-III**State/Ut Wise Details of Allocated and Disbursed funds and Beneficiaries
Assisted by NMDFC During Last 5 Years I.E. F.Y. 2020-21 to F.Y. 2024-25****Amt. Rs. in Crore**

State/Uts	2020-2021		2021-2022		2022-2023		2023-2024		2024-2025	
	Disb*	Benef#	Disb	Benef	Disb	Benef	Disb	Benef	Disb	Benef
Andaman & Nicobar	-	-	0.01	1	0.0046	1	0.02	1	-	-
Andhra Pradesh	-	-	3.04	479	5.10	2,525	1.54	187	1.88	172
Arunachal Pradesh	-	-	0.52	23	-	-	-	-	1.90	127
Assam	-	-	2.20	900	0.59	59	-	-	0.08	7
Bihar	-	-	1.23	161	0.04	4	0.14	12	0.10	6
Chandigarh	0.05	3	0.05	3	0.10	7	0.10	7	-	-
Chhattisgarh	-	-	-	-	-	-	-	-	0.03	2
Delhi	0.20	13	-	-	0.25	17	-	-	-	-
Goa	0.20	14	0.30	20	1.04	70	0.08	3	0.22	14
Gujarat	5.64	376	3.00	200	1.21	78	0.08	7	0.11	6
Haryana	2.87	456	2.80	184	8.80	633	2.66	185	5.71	360
Himachal Pradesh	6.95	463	11.00	733	15.00	1,000	12.84	856	8.46	564
Jammu & Kashmir	24.79	1,885	35.00	2,667	62.78	5,019	28.30	1,911	29.26	1,957
Jharkhand	0.15	10	-	-	1.60	119	1.80	120	-	-
Karnataka	-	-	0.37	32	1.85	272	1.59	152	1.74	224
Kerala	240.50	45,033	261.34	55,089	333.32	78,279	318.77	74,088	323.67	76,662
Ladakh	-	-	0.02	1	-	-	-	-	1.00	67

Lakshadweep	-	-	0.24	39	0.03	2	-	-	-	-
Madhya Pradesh	-	-	0.19	8	0.0046	1	-	-	0.02	1
Maharashtra	-	-	-	-	12.03	1,137	19.00	1,267	45.12	3,014
Manipur	-	-	0.44	113	0.03	8	-	-	-	-
Meghalaya	-	-	1.60	166	0.03	4	-	-	0.01	1
Mizoram	2.76	184	2.50	167	3.05	207	2.12	141	1.70	113
Nagaland	-	-	-	-	0.03	5	-	-	-	-
Odisha	-	-	0.87	241	0.02	2	-	-	0.04	10
Puducherry	-	-	-	-	-	-	0.02	1	-	-
Punjab	-	-	1.80	57	0.85	60	1.14	77	9.44	629
Punjab Gramin Bank	-	-	-	-	-	-	-	-	2.00	134
Rajasthan	5.00	333	5.03	334	5.16	350	1.05	70	4.45	295
Sikkim	0.20	13	0.80	53	-	-	-	-	0.20	13
Tamil Nadu	25.00	3,333	68.13	20,168	56.77	13,855	57.04	16,554	77.02	19,443
Telangana	-	-	1.55	169	6.08	669	0.22	35	0.04	8
Tripura	10.00	667	3.00	200	0.01	1	-	-	0.03	3
Uttar Pradesh	21.00	2,400	0.90	37	1.32	133	1.35	75	1.22	94
Uttarakhand	0.10	7	0.08	6	0.16	26	0.35	19	0.02	3
West Bengal	305.00	93,666	292.10	78,043	364.47	1,01,237	315.25	89,097	344.83	96,350

* Disbursed

Beneficiaries

EXTREME-POVERTY FREE KERALA

***59. SHRI N. K. PREMACHANDRAN:**

SHRI M. K. RAGHAVAN:

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

- (a) whether the Government is aware of the declaration of Kerala as an extreme-poverty free State in November, 2025, if so, the details thereof;
- (b) whether the Antyodaya Anna Yojana (AAY) category ration cards are liable to be cancelled or discontinued in Kerala following the State Government's declaration of the State as "extreme-poverty free" and if so, the details thereof including the guidelines issued for the declaration of extreme-poverty free status;
- (c) whether the above declaration is beneficial to Kerala for availing loan from external financial agencies and if so, the details of action taken thereon;
- (d) the details regarding the number of persons and number of families in extreme poverty as per the statistics followed by the Union Government;
- (e) the benefits and quantity of foodgrains supplied to Kerala considering the extreme poverty as per the existing data; and
- (f) whether the Union Government proposes to make any change in the supply of foodgrains to Kerala on the basis of the said declaration 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) Government of Kerala have officially announced the State as the first in the country free from extreme poverty on 1st November 2025 (*'Kerala Piravi'* – Day of State Formation), in a special session of the State Assembly.

(b) The extreme poverty is not any criteria, for identification of eligible households, in the AAY guidelines.

(c) No such information, with reference to public distribution system, is maintained by the Department.

(d) The Government of India developed a comprehensive index known as National Multidimensional Poverty Index (MPI) to measure poverty. As per the latest report, 'National Multidimensional Poverty Index: A Progress Review 2023', released by NITI Aayog, the proportion of population in multidimensional poverty declined from 24.85% to 14.96% between 2015-16 and 2019- 21, indicating that about 13.5 crore people have escaped poverty during the period. The proportion of population in multidimensional poverty in Kerala state declined from 0.70% to 0.55% between 2015-16 and 2019- 21 indicating that about 53239 people have escaped multidimensional poverty in the state.

Further, as per the discussion paper on Multidimensional Poverty in India since 2005-06 published by NITI Aayog, Multidimensional Poverty in India is estimated to have declined from 29.17% in 2013-14 to 11.28% in 2022-23 implying that 24.8 crore people have escaped poverty during this period.

(e) and (f) Allocation of foodgrains to States/Union Territories (UTs) under the Act made on the basis of identification of beneficiaries reported by the States/UTs within the State/UT-wise coverage of population determined by the

then Planning Commission, and foodgrains entitlement 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 the extreme poverty is not any criteria, for identification of eligible households, in the AAY guidelines, no change in the supply of foodgrains to Kerala is envisaged, for the present.

VIOLENCE/ATTACKS ON WOMEN PASSENGERS IN TRAINS AND RAILWAY PREMISES

***60. SHRI K. RADHAKRISHNAN:**

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

- (a) whether the Government is aware of the increasing number of incidents of violence and attacks against women passengers in trains and railway premises in Kerala, including the recent shocking case of Varkala train attack reported in the State;
- (b) if so, the steps taken/being taken by the Government to strengthen passenger security, particularly for women, including deployment of RPF personnel, installation of CCTV cameras, emergency helplines and womenonly measures in trains originating from or passing through Kerala;
- (c) whether the Government has assessed the lapses in surveillance, lighting, station security and train patrol systems leading to such incidents and if so, the details thereof;

- (d) whether the Government proposes to provide immediate and adequate compensation to the affected women and their families and if so, the details thereof; and
- (e) the mechanisms in place to ensure timely relief and accountability from the Railways in such cases?

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

(a) to (e) 'Police' and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India and therefore, State Governments are responsible for prevention, detection, registration, and investigation of crime and maintenance of law and order on Railways through their law enforcement agencies viz. Government Railway Police (GRP)/District Police. Railway Protection Force (RPF) supplements the efforts of GRP/ District Police to provide better protection and security to railway property, passenger area and passengers and for matters connected therewith.

On 02.11.2025, a lady passenger while travelling by sitting on the footboard of the coach was forcibly pushed out of the running train no. 12626 near Varkala railway station by another passenger apparently to be under the influence of alcohol. The victim was shifted to Government Medical College Hospital, Thiruvananthapuram and was admitted there for better treatment. In this incident, GRP/Thiruvananthapuram registered Crime No. 566/2025 u/s 109 BNS against the accused person, who was arrested. The incident was further

corroborated from the footage obtained from the CCTV fitted inside the coach. Further, legal action is being taken by the police against the arrested accused.

Safety of women is accorded the high priority in Indian Railways. Following steps are being taken by the Railways in coordination with GRP for safety and security of women passengers in trains and at railway stations in Kerala:

1. On vulnerable and identified routes/sections, trains are escorted by Railway Protection Force in addition to trains escorted by Government Railway Police personnel daily.
2. Under 'Meri Saheli' initiative, focused attention has been provided for safety and security of woman passengers travelling alone by long distance trains for their entire journey i.e. from originating station to destination station.
3. Surveillance is kept through CCTV cameras provided in a number of coaches & Railway Stations for enhanced security of passengers.
4. For immediate assistance, passengers can make complaint on Rail Madad Portal directly or through Helpline Number 139 [integrated with Emergency Response Support System (ERSS) No.112].
5. Railways are in regular touch with passengers through various social media platforms like Twitter & Facebook etc. to enhance security of passengers and to address their security concern.
6. Frequent announcements are made through Public Address System to educate passengers to take precautions against theft, snatching, drugging etc.

7. Zonal railways have been instructed for deployment of proper combined strength of male & female RPF/RPSF personnel in train escort parties to the extent possible.
 8. Drives are conducted against entry of male passengers into the compartment reserved for women and legal action is taken against the offenders.
 9. State Level Security Committee of Railways (SLSCR) have been constituted under the Chairmanship of Director General of Police/Commissioner of State for regular monitoring and review of security arrangements of the Railways.
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(ii) Unstarred Question Nos. 461 to 690

MAPPING OF HEATWAVES

461. SHRI Y. S. AVINASH REDDY:

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

- (a) whether the Government is planning to invest in latest advancements in geospatial technology and field-based assessments to provide effective mapping of heatwaves, such as granular scale heat vulnerability and hotspot mapping and if so, the details thereof;
- (b) whether the Government is also planning to mandate establishment of locally-defined temperature thresholds in all heat action plans taking into

account the local risk multipliers while declaring a heatwave to provide a more region-specific approach and if so, the details thereof; and

(c) whether the Government is also contemplating to reform forecast models to region-specific thresholds for energy and water demand, crop and health impacts to enable impact-based heat forecast alerts in order to help policy-makers plan in advance about predicted heatwave events and if so, the details thereof?

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

(a) Yes. The India Meteorological Department (IMD) has been providing heatwave forecasts and warnings at multiple spatial and temporal scales and shares them with the public and disaster management authorities for mitigation and preparedness. For this, IMD has developed a web-based GIS (Geographic Information System) heatwave portal, where current heatwave conditions and 5-day forecasts are displayed at the district and sub-city scales on interactive maps. IMD has also developed a Climate Hazards and Vulnerability Atlas of India for 13 major meteorological hazards, including heatwaves. This Atlas, hosted on a GIS-based web platform, provides district-level maps of hazard occurrence and vulnerability for each month and annually, and identifies hotspots with high hazard potential and higher vulnerability for heatwaves.

(b) IMD issues impact heat wave forecasts and warnings in a colour-coded format, considering different meteorological parameters like maximum temperature, minimum temperature, relative humidity, winds, and their co-existence & persistence. The heat action plan & any thresholds within it are developed under the aegis of the National Disaster Management Authority (NDMA) and other concerned disaster management authorities.

(c) IMD issues heat wave alerts tailored to geographic characteristics—plain, hilly, or coastal stations—to better capture region-wise temperature extremes. Heat wave and temperature outlooks are provided on multiple temporal scales (from seasonal to monthly, followed by extended range and medium to short range) to facilitate both anticipatory and immediate response measures. IMD issues a dedicated heat wave bulletin specifically for Indian Railways, ensuring operational preparedness for this critical sector. Heat wave and temperature information is disseminated via a web-based GIS system, making the data accessible to various sectoral stakeholders for customised use. The heat wave bulletins include generalised impact assessments and recommended actions aligned with NDMA guidelines. The generation of sector-wise heat thresholds (e.g., for health, agriculture, energy) is possible, contingent on the availability of detailed impact data from those sectors.

NISAR-SATELLITE

462. SHRI JASHUBHAI BHILUBHAI RATHVA:

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

- (a) whether the Indian Space Research Organisation (ISRO) has recently launched NASA ISRO Synthetic Aperture Radar (NISAR) Satellite and if so, the aims and objective of launching such satellites;
- (b) whether the desired objectives/targets have been achieved successfully and if so, the detail thereof;
- (c) the time in which such a satellite has been made and the total expenditure incurred on the development of said satellite along with the cost of its launch; and
- (d) the details of the total number of satellites launched by the ISRO during the current year?

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

- (a) Yes, NASA-ISRO Synthetic Aperture Radar (NISAR) was successfully launched onboard GSLV-F16 on July 30, 2025 from Sriharikota, Andhra Pradesh.

The aims and objectives of NISAR is given below:

NISAR is the first of its kind mission jointly developed by ISRO and NASA in L & S-Band for global coverage with microwave imaging capability to acquire fully polarimetric and interferometric data. NISAR's mission objectives are to study land and ice deformation, land ecosystems and

oceanic regions in areas of common interest to the US and Indian science communities with a mission life of 5 years.

- (b) After NISAR's successful launch by GSLV-F16 on July 30, 2025, 17.40 Hrs (IST), the desired objectives/ target activities that have been carried out successfully are given below:

- Antenna Reflector deployment on August 15, 2025, 19.38 Hrs through a sequence of deployments that continued from August 09-15, 2025 for a period of 7 days.
- First day payload operations of S-Band SAR started on August 19, 2025.

Science plan activities are in progress as per the mission plan. Development of applications to end users will be taking place during the mission life of 5 years.

- (c) The financial sanction for realisation of NISAR satellite was obtained on 27th May, 2015 and it took a decade for the successful launch on 30th July, 2025. The expenditure incurred by ISRO is Rs. 504.78 Crores for the development of satellite as on October 31, 2025 and Rs. 340 Crores (approx.) for the cost of its launch.
- (d) The total number of satellites launched by ISRO during the current year are as given below:
- NVS-02 on January 29, 2025
 - EOS-09 on May 18, 2025

- NISAR on July 30, 2025 and
- CMS-03 on November 02, 2025

PEOPLE LIVING UNDER EXTREME POVERTY

463. SHRI ANTO ANTONY:

ADV. ADOOR PRAKASH:

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

- (a) whether the Government has done any latest review on the alleviation of extreme poverty in the country;
- (b) if so, the details thereof along with the total number of people living under extreme poverty during the last five years, State-wise and year-wise;
- (c) the criteria and methodology used for defining extreme poverty in the country;
- (d) whether it is true that Government of Kerala has declared the State as free from extreme poverty in the country and if so, the details thereof; and
- (e) the details of norms for declaring a State free from extreme poverty in the country?

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

- (a) to (c) The Government of India developed a comprehensive index known as National Multidimensional Poverty Index (MPI) to measure poverty. The Multidimensional Poverty Index (MPI) is based on the Alkire-Foster (AF)

methodology- an internationally recognized method which captures overlapping deprivations through 12 indicators in dimensions such as health, education, and standard of living. The baseline report was published in November 2021 and the second edition of the National MPI report was released in July 2023.

As per the latest report, 'National Multidimensional Poverty Index: A Progress Review 2023', released by NITI Aayog, the proportion of population in multidimensional poverty declined from 24.85% to 14.96% between 2015-16 and 2019- 21, indicating that about 13.5 crore people have escaped poverty during the period. Further, as per the discussion paper on Multidimensional Poverty in India since 2005- 06 published by NITI Aayog, Multidimensional Poverty in India is estimated to have declined from 29.17% in 2013-14 to 11.28% in 2022-23 implying that 24.82 crore people have escaped poverty during this period. The state-wise details of the same are in public domain and can be accessed at <https://www.niti.gov.in/sites/default/files/2023-08/India-National-Multidimensional-PovertyIndex-2023.pdf> and

https://www.niti.gov.in/sites/default/files/2024-01/MPI-22_NITIAayog20254.pdf.

(d) and (e) On 1st November, 2025. the Government of Kerala has officially announced the State as the first in the country free from extreme poverty.

The Extreme Poverty Eradication Programme was launched in 2021 by the Government of Kerala. A comprehensive identification process was conducted at the local body, division, and ward levels to identify extreme poverty cases

based on distress factors such as food, health, housing, and income. The finalised beneficiary list, approved by Grama/Ward Sabhas, identified 64,006 families in need of support under the programme. Various health, food, shelter, income etc. related interventions were undertaken for these families during the project thereby; lifting them out of extreme poverty.

FUND ALLOCATED FOR BTR

464. SHRI JOYANTA BASUMATARY:

Will the Minister of **DEVELOPMENT OF NORTH EASTERN REGION** be pleased to state:

- (a) the details of the fund allocated for the Bodoland Territorial Region (BTR) along with the details of funds released under different schemes during the last three years;
- (b) whether it is a fact that large portion of fund is still pending to be released from the central Government; and
- (c) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND
MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH
EASTERN REGION (DR. SUKANTA MAJUMDAR):**

(a) to (c) A Special Development Package (SDP) of Rs. 750 crore had been approved by the Government for three years as per the terms of Memorandum of Settlement (MoS), signed by the Government of India, Government of Assam and Bodo Groups of Assam on 27.01.2020. The implementation of the said

package started in 2023-24.

A total of 08 projects costing Rs. 403.15 crore had been sanctioned under this package and 06 concept notes costing Rs. 272.67 crore had been accorded in-principle approval by the Ministry of Development of North Eastern Region (MDoNER) till date.

A total of Rs. 29.14 crore had been released to the Bodoland Territorial Council (BTC) during the last three years under the aforesaid SDP as well as the SDPs of BTC sanctioned earlier.

In addition to this, funds have also been released under other schemes of MDoNER such as Schemes of North Eastern Council, North East Special Infrastructure Development Scheme (Roads) and North East Special Infrastructure Development Scheme (Other Than Roads Infrastructure) to North Eastern States inter-alia, including BTR of Assam.

The proposals for release of funds are processed only after the submission of a formal demand request by the State Government via Poorvottar Vikas Setu (PVS) portal of MDoNER along with all necessary supporting documents viz. Work Order, Utilization Certificate (UC), Quarterly Progress Report (QPR), Inspection Report, Work Plan, Zero Balance Certificate (ZBC), Zero Balance Subsidiary Account (ZBSA) details etc.

USAGE OF GEOSPATIAL DATA

465. SHRI SUNIL DATTATREY TATKARE:

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

- (a) the status of implementation of the National Geospatial Mission and the National Geospatial Policy;
- (b) the manner in which geospatial data is being leveraged in projects like PM Gati Shakti across the country;
- (c) whether the Government has plans to expand the scale and scope of the National Geospatial Policy of 2022 towards projects such as Delhi's GSDL or Tamil Nadu's TN GIS and if so, the details thereof;
- (d) whether the Government has plans to utilize geo-tagging and other Geographic Information Systems (GIS) in policies such as the Public Distribution System (PDS), MGNREGA, schemes under the National Action Plan on Climate Change (NAPCC) and other schemes that could benefit from such technology and if so, the details thereof;
- (e) whether the Government plans to make a large bulk of this data accessible to academics and student researchers engaged in various types of policy research and if so, the details thereof; and
- (f) the measures being taken to ensure that accurate and regularly updated data is being fed into the various geospatial portals?

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) Various provisions of National Geospatial Policy, 2022 are under

different stages of implementation. GDPDC has been constituted as the apex body for formulating and implementing appropriate guidelines, strategies and programs for promotion of activities related to Geospatial sector. An advisory body named as Geospatial Industrial Development Board (GIDB) has been constituted by DST as envisaged in NGP, 2022. Till date, 1105 CORS stations have been established across the country and integrated into the National Network. Under this, 14,677 users have been registered and about 19.4+ million hours of data have been consumed. Ortho-imagery (ORI) and Elevation (DEM) is implemented in collaboration with the industry through Public Private Partnership (PPP) mode in ongoing projects of national importance like NAKSHA, AMRUT 2.0, SVAMITVA, etc. Further, in collaboration with the Office of the Registrar General of India for the Harmonization of Administrative Boundary Database , version 1 data has been created and Data is freely available in Sol's online maps portal. The organizational structure of Sol has been aligned with the changed Geospatial data regime, with focus on facilitating and nurturing a vibrant domestic Geospatial services industry. The Government has announced the National Geospatial Mission in Union Budget 2025-26 with an initial outlay of Rs. 100 Crores to develop foundational geospatial infrastructure and data for facilitating modernization of land records, urban planning and design of infrastructure projects.

(b) In the current era of data-driven governance, geospatial technologies—GIS, remote sensing, GPS, drones, and spatial analytics—are central to planning, monitoring, and decision-making. Government initiatives, flagship

missions, and state projects now integrate geospatial data for accuracy, transparency, speed, and efficiency. The foundational geospatial data is being made available through standard web-services, APIs and data-downloads which enable Ministries/Departments/Organizations to harmonize their legacy data from their respective federated location. With the datasets available on the PM Gati Shakti, the projects like NAKSHA, AMRUT 2.0, SVAMITVA is helping in modernization of land records, urban planning, and design of infrastructure projects etc.

(c) and (d) National Geospatial Policy provides for the development of a coherent national framework in the country and leverage it to move towards digital economy and improve services to citizens. Creation of High-resolution topographical survey & mapping and High accuracy Digital Elevation Model for entire country including Tamil Nadu and Delhi has been envisaged under the policy which will act as fundamental geospatial data sets for adding thematic layers by the different organisation/agencies of the country as per their specific requirements. Geospatial data and location-based services enhance the Public Distribution System (PDS) and MGNREGA by enabling real-time tracking, reducing leakages and optimizing resource delivery. It may help for better targeting, planning, and monitoring which will improve transparency and coordination across various schemes. It may increase efficiency, reduce costs, and strengthen social accountability.

(e) Yes, National Geospatial Policy envisages for easy availability of valuable Geospatial data collected utilizing public funds, to businesses and

general public. Further, the policy envisages an enabling ecosystem for industry, academia and research with ease of doing business and pro-actively engaging them in various spheres of Geospatial domain for employment generation and contribution to the national economy. The bulk data of CORS network, established by Sol, is used by academia and student researchers.

(f) National Spatial Data Infrastructure ensures registration of only such metadata which complies with the standards set by international bodies like the International Organization for Standardization (ISO), particularly those related to metadata (ISO 19115) and data registration (ISO 19135).

DATA PROTECTION BOARD OF INDIA

466. SHRI PRAVEEN PATEL:

SHRIMATI KAMALJEET SEHRAWAT:

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

- (a) the current timeline for the full implementation of all Digital Personal Data Protection (DPDP) Act rules and regulations;
- (b) the manner in which the Data Protection Board of India is being established by the Government and its mechanism for penalising non-compliance;
- (c) whether a simplified framework has been created for small and medium enterprises to comply with the DPDP Act;
- (d) the manner in which the Government is coordinating with international bodies on cross border data transfer compliance mechanisms; and

(e) the specific steps taken by the Government to educate citizens about their new digital rights under the DPDP Act?

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 Digital Personal Data Protection Act, 2023 (DPDP Act), and the Digital Personal Data Protection Rules, 2025 have been notified on 13 November 2025, They provide a timelines for implementation of relevant provisions. In terms of the provision of the Rules, Digital Data Protection Board has been notified.

The Act and the Rules provide for a simplified compliance framework for start-ups and certain data fiduciaries.

The Act and Rules provide for Government to notify jurisdictions where transfer of personal data may be restricted.

The Government is also ensuring widespread awareness and adoption of the DPDP Act by educating citizens on their rights and responsibilities. Capacity-building initiatives, including workshops, conferences, expert sessions, and digital outreach campaigns are also being undertaken.

RESTORATION OF TRAIN SERVICES

467. DR. BYREDDY SHABARI:

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

(a) the details of train services passing through Andhra Pradesh that were

cancelled or suspended during the COVID-19 pandemic;

(b) the details of trains among them that are yet to be restored to regular operation as of July 2025;

(c) whether the Government has received public/official representations for the restoration of specific services such as the Raichur–Kakinada Express and if so, the details thereof and the reasons for delay in their reinstatement; and

(d) whether the Government proposes to review all non-restored services in a time-bound manner especially those affecting connectivity in backward or high-mobility regions 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) With a view to contain the spread of Covid-19 pandemic, Indian Railways (IR) had discontinued the operation of all regular passenger carrying trains with effect from 23rd March 2020 and only special train services were being operated.

Indian Railways also undertook rationalization of time table, including rationalisation of train services, in a scientific manner with the assistance of IIT-Bombay. The exercise has been undertaken inter alia to provide for better passenger safety by creating maintenance corridor blocks, speeding up of train services and to improve punctuality. Since November-2021, Express train services are being operated as per rationalized time table and regular numbers.

As the railway network straddles across State boundaries, trains are introduced, as per network requirement, across such boundaries.

Presently, on an average Indian Railways operate 11,740 train services daily

(including 2,238 long distance Mail/Express) as against 11,283 services including 1,768 long distance Mail/Express) operating prior to Covid-19.

Indian Railways (IR), operates Special train services during festivals, holidays, etc. to cater to the extra needs of passengers and to supplement the accommodation available by regular trains. Accordingly, to cater to the needs of Raichur and Kakinada sector, IR operated 07245/46 Kakinada-Raichur Special train (Bi-weekly service via Nandyal) during January-March, 2020. Presently, 07033/34 Mysuru-Kakinada Town special (via Raichur) is catering to the needs of Raichur-Kakinada sector.

Introduction of new train services on any route/section 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

Accordingly, Nandyal is connected to Samalkot (13 km from Kakinada) by 03 pairs of regular services, including the daily service of 18463/64 Bengaluru-Bhubaneswar Prashanti Express. Further, one pair of special train is also catering to the said sector.

Further, proposals/requests/suggestions/representations, both formal and informal inter alia for introduction/restoration of trains are received from Members

of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Office etc. As receipt of such proposals/requests/suggestions is a continuous and dynamic process, centralized compendium of such requests is not maintained. However, these are examined and action as found feasible and justified is taken from time to time, which is an on-going process.

LIMESTONE RECLASSIFICATION

468. SHRI BRIJMOHAN AGRAWAL:

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

- (a) the details of the current percentage of compliance data for existing minor mineral leaseholders of Limestone tracked against the mandatory online registration deadline of March 31, 2026, State-wise including Chhattisgarh;
- (b) whether the Government has provided temporary exemption from penalties related to non-filing or delayed filing of returns to the Indian Bureau of Mines during the transition period and if so, the scope and duration of this exemption;
- (c) the details of the new guidelines issued for approval and validity of mining plans up to 31 March 2027;
- (d) the steps being taken by the Government to process and resolve pending applications for mineral concessions in mining rich States including Chhattisgarh under the updated policy framework;
- (e) the details of the list of all the Limestone producing States in the country with respective active Limestone mines and corresponding miners; and

(f) list of all the minor minerals found and mined in the country, State-wise including Chhattisgarh?

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

(a) The Central Government, vide Notification dated 10.10.2025, has classified all types of mineral Limestone as major mineral. Further, vide order dated 13.10.2025, under Section 20A of the Mines and Minerals (Development and Regulation) Act, 1957 (MMDR Act), the existing minor mineral lessees of Limestone have been directed to register themselves online with the Indian Bureau of Mines (IBM) under the provisions of Rule 45(1) of the Mineral Conservation and Development Rules, 2017 (MCDR, 2017) on or before 31.03.2026. This is applicable to all States including Chhattisgarh.

(b) The Central Government, vide aforesaid order dated 13.10.2025, has directed that no penalty shall be imposed on such existing mines till 30.06.2026 for contravention of the provisions of the Minerals (Other than Atomic and Hydro Carbons Energy Minerals) Concession Rules, 2016 and the MCDR, 2017, other than Rule 45 of the MCDR, 2017.

(c) The Central Government, vide aforesaid order dated 13.10.2025, has also directed that the existing mining plans for minor mineral leases of Limestone approved by the respective State Governments shall continue to remain valid till 31.03.2027 or their expiry, whichever is earlier, provided that the lessee shall submit a copy of the existing approved mining plan to the IBM on or before 31.03.2026.

(d) The Central Government has directed that where the State Government had issued Letter of Intent (by whatever name called) for grant of a mineral concession before 10.10.2025 and such letter of intent was valid as on 10.10.2025 or where the auction process for grant of mineral concession has been concluded and preferred bidder has been selected before 10.10.2025 but the Letter of Intent (by whatever name called) for grant of mineral concession has not been issued, the mining lease shall be granted and executed in accordance with the rules made by the State Government in respect of minor minerals within a period of two years from the date of the order dated 13.10.2025.

(e) The major Limestone producing States are Rajasthan, Madhya Pradesh, Andhra Pradesh, Chhattisgarh, Karnataka, Tamil Nadu, Telangana, Gujarat, Maharashtra, Himachal Pradesh, Meghalaya and Odisha. Details of active mining leases in these states is given in the enclosed **Statement-I**.

(f) As per Section 15 of the Mines and Minerals (Development and Regulation) Act, 1957, the State Governments are empowered to make rules for regulating the grant of quarry leases, mining leases or other mineral concessions in respect of minor minerals and for purposes connected therewith. The complete administration and regulation of minor minerals vests with the State Governments. The list of minor minerals produced in the country is given in the enclosed **Statement-II**.

STATEMENT-I**Details of active mining leases in states**

Sl. No	State	No. of working mines	Major miners of limestone
1	Rajasthan	44	Ultratech Cement Limited, Ambuja Cements Limited, Shree Cement Limited, J.K. Cement Limited, Nuvoco Vistas Corporation Limited, NU Vista Limited, Wonder Cement Limited
2	Madhya Pradesh	195	Ultratech Cement Limited, Jaiprakash Associates Limited, KJS Cement (I) Limited, Prism Johnson Limited, S.N.S. (Minerals) Private Limited, Sagar Cements (M) Private Limited, ACC Limited, Shri Marutaye Balaji Steels Limited, Dalmia Cement (Bharat) Limited
3	Andhra Pradesh	70	The Ramco Cements Limited, Ultratech Cement Limited, The KCP Limited, Panyam Cements & Mineral Industries Ltd, Penna Cement Industries Limited, Sree Jayajothi Cements Private Limited, The India Cements Limited
4	Chhattisgarh	60	Ultratech Cement Limited, ACC Limited, Shree Cement Limited, Nuvoco Vistas Corporation Limited, JK Lakshmi Cement Ltd, Ambuja Cements Limited
5	Karnataka	52	Ultratech Cement Limited, Dalmia Cement (Bharat) Limited, Kalburgi Cement Private Limited, Shree Cement Limited, J.K. Cement Limited, Gulbarga Cement Limited, ACC Limited
6	Tamil Nadu	68	Dalmia Cement (Bharat) Limited, Chettinad Cement Corporation Private Limited, Ultratech Cement Limited, The India Cements Limited, The Ramco Cements Limited, Tamil Nadu Cements

			Corporation Limited
7	Telangana	30	My Home Industries Private Limited, The India Cements Limited, NCL Industries Limited, Penna Cement Industries Limited, Deccan Cements Limited, Zuari Cement Ltd, Sagar Cements Limited, Cement Corporation of India Ltd
8	Gujarat	83	Shree Digvijay Cement Company Limited, Ultratech Cement Limited, GHCL Limited, Nirma Limited, Ambuja Cements Limited, Tata Chemicals Limited, Saurashtra Cement Ltd
9	Maharashtra	31	Ambuja Cements Limited, Murli Industries Limited, Maharashtra State Mining Corporation Limited, ACC Limited, RCCPL Private Limited
10	Himachal Pradesh	27	Ambuja Cements Limited, Ultratech Cement Limited, Cement Corporation of India Ltd
11	Meghalaya	15	Star Cement Limited, Meghalaya Cements Limited, Dalmia Cement (Bharat) Limited, Lafarge Umiam Mining Pvt Ltd.
12	Odisha	6	Dalmia Cement (Bharat) Limited, Shiva Cement Limited, The Bisra Stone Lime Co Limited, Industrial Development Corporation Orissa Ltd.

STATEMENT-II

List of minor minerals produced in the country:

1. Agate
2. Ball clay
3. Calcite
4. Chalk
5. Kaolin
6. China clay

7. Clay(others)
8. Corundum
9. Diaspore
10. Dolomite
11. Dunite or Pyroxenite
12. Felsite
13. Fireclay
14. Gypsum
15. Laterite
16. Lime kankar
17. Ochre
18. Pyrophyllite
19. Quartzite
20. Sand (others)
21. Shale
22. Silica sand
23. Slate
24. Talc/soapstone/steatite
25. Building stones (Granite & other building stone)
26. Gravel
27. Ordinary clay
28. Marble
29. Shale when used for building material

30. Sand stone when used for building purposes or for making road metals and house-hold utensils
31. Quartzite when used for building purposes or for making road metals and house-hold utensils
32. Saltpetre
33. Ordinary sand other than used for prescribed purposes as given below:
 - i. purposes of refractory and manufacture of ceramic
 - ii. metallurgical purposes
 - iii. optical purposes
 - iv. purposes of stowing in coal mines
 - v. manufacture of silvicate cement
 - vi. manufacture of sodium silicate
 - vii. manufacture of pottery & glass
34. Boulder
35. Shingle
36. Chalcedony for impure quartz pebbles used for ball mill purposes or filling for bore wells or for decorative purposes in buildings
37. Limeshell when used in kilns for manufacture of lime used as building material
38. Lime kankar when used in kilns for manufacture of lime used as building material
39. Brick earth
40. Fuller's earth

- 41. Bentonite
- 42. Road metal
- 43. Reh-matti
- 44. Slate when used for building material
- 45. Stones used for making house-hold utensils
- 46. Ordinary earth when used for levelling or filling purposes in constructions of embankments, roads, railways, buildings, etc.
- 47. Murrum
- 48. Calcareous sand
- 49. Fuschite-Quartzite
- 50. Jaspar

SAFETY OF PASSENGERS IN RAILWAY

469. DR. MOHAMMAD JAWED:

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

- (a) whether the Government has undertaken measures to enhance the safety of passengers in the Railways and if so, the details of such measures implemented during the last five years and those proposed to be undertaken in the near future;
- (b) the details of railway accidents that have occurred during the last ten years, along with the number of lives lost and persons injured therein, year-wise; and
- (c) the key findings of the post-accident investigation reports during this

period and the corrective steps taken by the Government to address the issues identified?

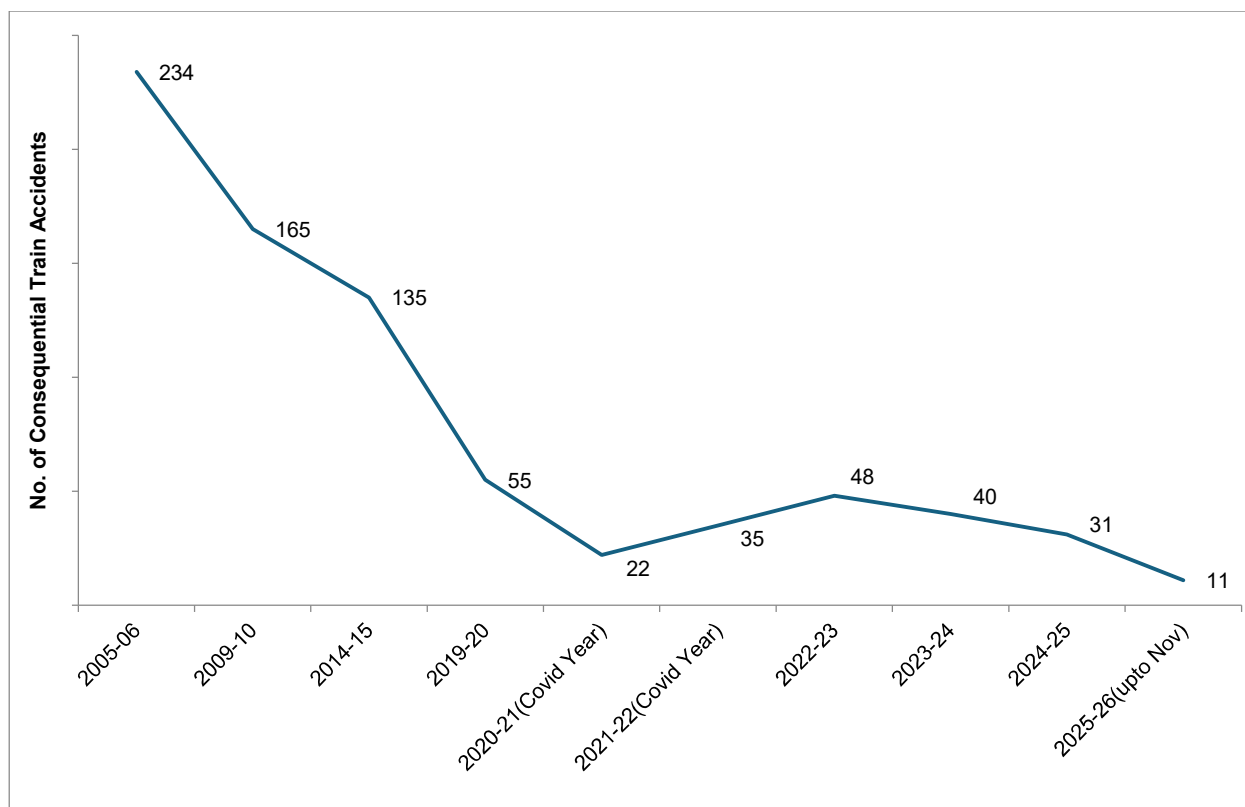
THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c) Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential Train Accidents have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below.

It may be noted that the Consequential Train Accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 31 in 2024-25 and further to 11 in 2025-26 (upto November, 2025).

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2024-25, indicating an improvement of approx. 73% during the said period.

The number of consequential train accidents during the last ten years is depicted in the graph below:



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

As per the inquiry reports, the causes of the accidents that occurred during the last five years broadly include track defects, loco/coach defects, equipment failures, human errors etc.

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:

Expenditure/Budget on Safety related activities (Rs. in Cr.)				
2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	2024-25	2025-26
39,463	87,327	1,01,651	1,14,022	1,16,470

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,656 stations up to 31.10.2025 to reduce accident due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at 10,098 Level Crossing Gates up to 31.10.2025 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 6,661 stations up to 31.10.2025.
5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Initially, Kavach Version 3.2 was deployed on 1465 Rkm of South Central Railway and 80 Rkm of North Central Railway. 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 Palwal-Mathura-Kota-Nagda section (633Rkm) on Delhi-Mumbai route and on

Howrah-Bardhaman section (105Rkm) on Delhi-Howrah route. Kavach implementation has been taken up in balance sections of Delhi-Mumbai and Delhi-Howrah route. Further, Kavach implementation has been taken up on 15,512 Rkm covering all GQ, GD, HDN and identified sections of Indian Railways.

6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails,

Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out

primary track renewals.

12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.
13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.
16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
17. Patrolling of railway tracks to look out for weld/rail fractures.
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
22. Preventive maintenance of railway assets (Coaches & Wagons) is

undertaken to ensure safe train operations.

23. Replacement of conventional ICF design coaches with LHB design coaches is being done.

24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.

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

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

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

28. Regular counselling and training of staff is undertaken.

29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52

weeks in advance on rolling basis and executed as per plan.

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

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
Technological Improvements				
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	
Better Maintenance Practices				
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction
Better Infrastructure and Rolling Stock				
1.	New Track KM added	14,985 Km	34,428 Km	More than 2

	(Track Km)			times
2.	Flyovers (RoBs)/ Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.24: Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

AGRICULTURAL SPECIAL TRAINS

470. SHRI ANIL YESHWANT DESAI:

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

(a) whether agricultural special trains are presently running from the places where production of agriculture items are much more and if so, the details thereof;

(b) whether such trains are useful for farmers to save their perishable agriculture items fruits, vegetables and send to far flung markets and if so, the details thereof; and

(c) the details of expenditure and income out of such trains during the last five years?

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

(a) to (c) In compliance to the announcement made in Union Budget 2020-21,

Kisan Rail trains have been introduced by Indian Railways – to move perishables including fruits, vegetables, meat, poultry, fishery and dairy products from production or surplus regions to consumption or deficient regions.

Potential circuits for movement of vegetables, fruits and other perishables are identified in consultation with Ministry of Agriculture & 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 taking into consideration, the operational feasibility.

Since the launch of Kisan Rail service on 7th August 2020, Railways have operated around 2,364 Kisan Rail services, transporting approximately 7.9 lakh tonnes of perishables and generating revenue of Rs 318.68 crores approximately.

The separate data regarding expenditure incurred on operating any type of train services, including Kisan Rail trains, is not maintained.

KEY OBJECTIVE OF NCMM

471. SHRI MUKESH KUMAR CHANDRAKAANT DALAL:

DR. RAJESH MISHRA:

SHRI JASHUBHAI BHILUBHAI RATHVA:

SHRI CHANDAN CHAUHAN:

SHRI MANOJ TIWARI:

DR. VINOD KUMAR BIND:

SHRI SHIVMANGAL SINGH TOMAR:

SHRI KONDA VISHWESHWAR REDDY:

SHRIMATI MAHIMA KUMARI MEWAR:

SHRI BIBHU PRASAD TARAI:

SHRI JAGDAMBIKA PAL:

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

- (a) the key objectives and components of the National Critical Minerals Mission (NCMM);
- (b) the role of the Centers of Excellence and industry-academia partnerships in advancing research and development in the processing of critical minerals;
- (c) the initiatives taken to encourage participation of private sector and investment in the exploration and refining of critical minerals;
- (d) the details of the measures taken by the Government to strengthen domestic capacity, reduce import dependence and ensure regional coherence in line with clean energy and national strategic goals;
- (e) the details of the efforts made in this regard in Sidhi Lok Sabha Constituency; and
- (f) the details of critical mining exploration taken by the Government in Rajasthan in recent past?

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

- (a) 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.

The components of the NCMM are:

- i. Increasing Domestic Critical Minerals Production
 - ii. Acquisition of Critical Mineral Assets Abroad
 - iii. Recycling of Critical Minerals
 - iv. Trade and Markets
 - v. Scientific Research & Technological Advancement for Critical Minerals
 - vi. Human Resource Development
 - vii. Developing Effective Funding, Financing and Fiscal Incentives
- (b) Ministry of Mines has recognised nine premier institutes as Centres of Excellence (CoEs) under the NCMM to carry out Research & Development (R&D) and strengthen domestic capabilities in critical mineral processing. Each CoE operates as a consortium, on a Hub & Spoke model, to leverage the core competence of constituent industry and academic spokes.

CoE plays a key role in advancing R&D in critical mineral processing by:

- undertaking focused research to raise Technology Readiness Levels (TRLs) up-to 7/8 in critical raw materials;
- developing beneficiation, separation, extraction and recycling technologies for a wide range of primary, secondary and tertiary feedstocks;

- designing and fabricating innovative process equipment, specialty chemicals and reductants essential for mineral processing; and
- applying data analytics for optimisation of beneficiation and extraction processes.

(c) Ministry of Mines has taken several initiatives to boost private-sector participation and investment, as under:

i) Exploration Licenses (E.L.) regime has been introduced for deep-seated and critical minerals, under which, a share of auction premium will be payable to the EL holder, who explored it.

ii) 38 Private Exploration Agencies have been notified for taking up exploration projects with funding from National Mineral Exploration and Development Trust (NMEDT).

iii) The Ministry provides funding for Research and Development (R&D) projects to various Institutions/Laboratories/Start-ups/ MSMEs etc.

iv) 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).

(d) To strengthen the critical mineral sector, the Ministry has undertaken several measures, which inter alia include:

- Geological Survey of India (GSI) intensified exploration of critical and strategic minerals. GSI carried out 195 critical mineral exploration

projects in 2024–25 and 230 projects in 2025–26 across the country. Additionally, NMEDT has sanctioned 62 projects for exploration of critical minerals during 2024-25 and 36 during 2025-26.

- The Mines and Mineral Development Act (MMDR), 1957 Act amended to expand the scope of NMEDT for supporting critical mineral exploration and mining overseas.
- 34 blocks of critical minerals successfully auctioned by Ministry of Mines.
- The Ministry has successfully auctioned 7 blocks of Exploration License, out of which, three are of critical minerals.
- 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 by the Ministry on 02.10.2025 and scheme rolled out.
- Guidelines for funding Pilot Projects for Recovery of Critical Minerals from overburden/tailings/fly ash/ Red mud etc. issued on 14 Nov 2025.
- Khanij Bidesh India Limited (KABIL) has acquired five lithium brine blocks, in the Catamarca province of Argentina for exploration and development.

(e) In Sidhi Lok Sabha Constituency of Madhya Pradesh, GSI carried out four exploration projects for REE and graphite from 2022-23 to 2024-25 and during 2025-26, GSI has taken up two exploration projects for REE and copper-graphite.

(f) In the last three years, GSI took up 220 mineral exploration projects on

various mineral commodities in Rajasthan, including 88 exploration projects on critical and strategic minerals. During 2025-26, GSI has taken up 91 mineral exploration projects in Rajasthan for various mineral commodities, including 40 for critical and strategic minerals.

ADVANCE CLEAN ENERGY TECHNOLOGIES

472. DR. AMAR SINGH:

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

(a) the comprehensive plans of the Government to advance clean energy technologies through public-private partnerships, investment incentives and skill development aimed at achieving 500 GW of non-fossil fuel electricity capacity by 2030;

(b) the initiatives taken by the Government to promote emerging technologies such as green hydrogen and advanced energy storage including efforts to foster innovation, commercialization and large-scale deployment; and

(c) the strategy to integrate clean energy solutions with pollution reduction efforts, supported by data on recent renewable capacity additions, environmental impact along with Government's plans to further accelerate adoption across sectors?

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) Most of the utility-scale renewable energy projects in the country are being set up by private sector developers, selected through a transparent bidding process. The Government has also 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 as given in the enclosed **Statement-I**.

The Ministry has also launched various capacity building and skill development programmes to create a skilled workforce across different segments of the renewable energy sector. The Ministry's skill development programmes—Suryamitra, Vayumitra, Varunmitra, and Jal Urja Mitra—provide fully funded, residential training for renewable energy projects installation, operation, and maintenance. Further, capacity building and skilling initiatives are also being implemented under PM Surya Ghar Muft Bijli Yojana and National Green Hydrogen Mission.

(b) The initiatives taken by the Government to promote emerging technologies such as green hydrogen and advanced energy storage are given in the enclosed **Statement-II**.

(c) The Ministry of Power, through its Gazette Notification dated 20th October 2023 and further through its amendment dated 27th September 2025, has specified the minimum share of electrical energy consumption from renewable energy for designated consumers, who are electricity distribution licensees, open access consumers and captive users, pursuant to the Energy Conservation (Amendment) Act, 2022. As per the notification following year wise

Renewable Consumption Obligations (RCO) were notified upto FY 2029-30 starting from FY 2024-25 under the provisions of Energy Conservation (Amendment) Act 2022.

Sl. No.	Year	Wind energy	Hydro energy	Distributed renewable energy	Other renewable energy	Total renewable energy
1.	2024-25	0.67%	0.38%	1.50%	27.36%	29.91%
2.	2025-26	1.45%	1.22%	2.10%	28.24%	33.01%
3.	2026-27	1.97%	1.34%	2.70%	29.94%	35.95%
4.	2027-28	2.45%	1.42%	3.30%	31.64%	38.81%
5.	2028-29	2.95%	1.42%	3.90%	33.09%	41.36%
6.	2029-30	3.48%	1.33%	4.50%	34.02%	43.33%

Achievement of the said targets by designated consumers through renewable capacity additions will integrate clean energy solutions.

STATEMENT-I

The Government of India has taken several steps and initiatives to promote and accelerate renewable energy capacity in the country to realize the commitment of 500 GW non-fossil energy capacity by 2030. These include, inter-alia, the following:

- Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar Hybrid and Firm & Dispatchable Renewable Energy (FDRE) projects have been issued.

- To boost RE consumption, Renewable Purchase Obligation (RPO) followed by Renewable Consumption Obligation (RCO) trajectory has been notified till 2029-30. The RCO which is applicable to all designated consumers under the Energy Conservation Act 2001 will attract penalties on non-compliance. RCO also includes specified quantum of consumption from Decentralized Renewable Energy sources.
- Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.
- Schemes such as Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM), PM Surya Ghar Muft Bijli Yojana, National Programme on High Efficiency Solar PV Modules, New Solar Power Scheme (for Tribal and PVTG Habitations/Villages) under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA), National Green Hydrogen Mission, Viability Gap Funding (VGF) Scheme for Offshore Wind Energy Projects have been launched.
- Scheme for setting up of Solar Parks and Ultra Mega Solar Power projects is being implemented to provide land and transmission to RE developers for installation of RE projects at large scale.
- Inter State Transmission System (ISTS) charges were waived for inter-state sale of solar and wind power for projects commissioned by 30th June 2025, for Green Hydrogen Projects till December 2030 and for offshore wind

projects till December 2032.

- Laying of new transmission lines and creating new sub-station capacity has been funded under the Green Energy Corridor Scheme for evacuation of renewable power.
- Quality Control Orders for Solar Photovoltaic products (i.e., Solar PV Modules, Solar PV Inverters & Storage Battery) and Solar Water Heating systems notified.
- Issued National Framework for promoting & developing Energy Storage Systems.
- Issued Guidelines for Resource Adequacy Planning Framework for India.
- Electricity (Rights of Consumers) Rules, 2020 has been issued for net-metering up to five hundred Kilowatt or up to the electrical sanctioned load, whichever is lower.
- “National Repowering and Life Extension Policy for Wind Power Projects, 2023” has been issued.
- The Offshore Wind Energy Lease Rules, 2023 have been notified vide Ministry of External Affairs notification dated 19th December 2023, to regulate the grant of lease of offshore areas for development of offshore wind energy projects.
- The Revised Guidelines for installation of prototype wind turbine models issued on 12th June 2025.
- Procedure for inclusion/updating Wind Turbine Model in the Revised List of

Models and Manufacturers of Wind Turbines (RLMM) issued on 31st July 2025. The amendment renames RLMM as Approved List of Models and Manufacturers [ALMM (Wind)] and mandates usage of listed components such as Blade, Tower, Generator, Gearbox and Special Bearings (Main, Pitch and Yaw Bearing) along with mandatory relocation of data centres within India and prohibition of real-time data transfer outside India.

- The Standard Operating Procedure (SOP) for ALMM-Wind and ALMM – Wind Turbine Components (ALMM-WTC) issued on 29th October 2025, detailing the end-to-end process for application, verification, factory inspection, component evaluation and model enlistment.
- Standard & Labelling (S&L) programs for Solar Photovoltaic modules and Grid-connected Solar Inverters have been launched.
- To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2030.
- “The Electricity (Late Payment Surcharge and related matters) Rules (LPS rules) have been notified.
- Electricity (Promoting Renewable Energy Through Green Energy Open Access) Rules, 2022, notified on 06th June 2022 with objective of ensuring access to affordable, reliable, and sustainable green energy for all. Green Energy Open Access is allowed to any consumer with contract demand of 100 kW or above through single or multiple single connection aggregating Hundred kW or more located in same electricity division of a distribution

licensee.

- Green Term Ahead Market (GTAM) has been launched to facilitate sale of Renewable Power through exchanges.
- Government has issued orders that power shall be dispatched against Letter of Credit (LC) or advance payment to ensure timely payment by distribution licensees to RE generators.

STATEMENT-II

Initiatives taken by the Government to promote emerging technologies

Initiatives for Green Hydrogen:

The Government of India is implementing the National Green Hydrogen Mission (NGHM), with an objective to make India a global hub of production, usage and export of green hydrogen and its derivatives.

Strategic Interventions for Green Hydrogen Transition (SIGHT) is a key component of the Mission which provides financial incentives for production of green hydrogen and electrolyser manufacturing.

- Incentive for Electrolyser Manufacturing: 3000 MW per annum electrolyser manufacturing capacity has been awarded
- Incentives for production of Green Hydrogen and its derivatives:
 - 8,62,000 tonnes per annum of green hydrogen production capacity has been awarded.

- Prices have been discovered by SECI for the production and supply of 7,24,000 tonnes per annum of green ammonia
- Indian Oil & Gas Companies have awarded projects to produce and deliver 20,000 tonnes per annum of Green Hydrogen to their refineries.

Pilot projects for utilization of green hydrogen in steel production, shipping and road transport sectors are also being supported under the Mission.

MNRE has also sanctioned four Hydrogen Valley Innovation Clusters (HVIC) namely Jodhpur HVIC, Pune HVIC, Bhubaneswar HVIC and Kerala HVIC.

Research and development projects are also being supported under the Mission, with 23 projects sanctioned under the R&D scheme of the Mission so far.

Initiative for Energy Storage Systems:

As per the National Electricity Plan (NEP) 2023 of the Central Electricity Authority (CEA), the energy storage capacity requirement is projected to be 82.37 GWh (47.65 GWh from PSP and 34.72 GWh from BESS) in the year 2026-27. This requirement is further expected to increase to 411.4 GWh (175.18 GWh from PSP and 236.22 GWh from BESS) in the year 2031-32. Various initiatives have been taken to develop the energy storage capacity in the country, including the following:

- The Ministry of Power has issued guidelines to promote the development of Pump Storage Projects (PSP) in the country. As per data from the Central

Electricity Authority (CEA), at present, 10 PSP plants (above 25 MW capacity) are operational in the country with a total cumulative capacity of 6685.60 MW. In addition, 11 PSP plants totaling 12110 MW are under various stages of implementation.

- The Ministry of Heavy Industries (MHI), in June 2021, came out with a Production Linked Incentive (PLI) scheme, 'National Programme on Advanced Chemistry Cell (ACC) Battery Storage,' for the implementation of giga-scale ACC manufacturing facilities in India, with the aim of establishing a competitive domestic manufacturing ecosystem for 50 GWh with a total budgetary outlay of ₹18,100 crore. 40 GWh capacity has been allocated to bidders through the Quality and Cost Based Selection (QCBS) process, and the remaining 10 GWh has been earmarked for the Ministry of New & Renewable Energy for grid-scale stationary storage applications.
- The Ministry of Power is having a Viability Gap Funding (VGF) scheme for the development of 4000 MWh capacity of Battery Energy Storage Systems (BESS) in the country. The total outlay for this scheme is ₹9,400 crore, including a budgetary support of ₹3,760 crore. Due to the decline in BESS prices, the VGF support has been extended up to 13,200 MWh BESS capacity, within the same sanctioned financial outlay. The Ministry of Power further extended this scheme for the development of an additional BESS capacity of 30,000 MWh with a total financial support of ₹5,400 crore through the Power System Development Fund (PSDF).

- The Central Electricity Authority (CEA) has issued an advisory on co-locating energy storage systems with solar power projects to enhance grid stability and cost efficiency. As per the Advisory, all Renewable Energy Implementing Agencies (REIAs) and state utilities are advised to incorporate a minimum of 2-hour co-located Energy Storage Systems (ESS), equivalent to 10% of the installed solar project capacity, in future solar tenders.

At present, around 505 MWh of BESS projects (≥ 1 MWh) have been installed in the country, while about 75 GWh of capacity is under various stages of tendering/construction.

Further, the Ministry of New & Renewable Energy is having a Renewable Energy Research and Technology Development (RE-RTD) Programme for promoting indigenous technology development for widespread deployment of new and renewable energy in an efficient and cost-effective manner across the country. The thematic research topics/areas include all types of energy storage. In addition, Department of Science & Technology (DST), under the Clean Energy Material Initiative (CEMI), is also funding R&D projects in the area of energy storage materials and devices.

CANCER TREATMENT CENTRES/HOSPITALS UNDER TATA MEMORIAL CENTRE & DAE

473. SHRI G. M. HARISH BALAYOGI:

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

- (a) the number and details of hospitals, cancer treatment centres, and

research facilities currently functioning under the Tata Memorial Centre and the Department of Atomic Energy (DAE), State-wise especially in Andhra Pradesh;

- (b) the details of the Hub and Spoke model being implemented for decentralisation of cancer care including the number of hub and spoke centres identified/operationalised across the country;
- (c) whether any hospitals/spoke centres have been established or proposed in Andhra Pradesh under this model particularly in the Konaseema region;
- (d) if so, the details thereof including location, status and expected timeline of completion;
- (e) the funds allocated, released and utilized for establishment and expansion of cancer hospitals and research centres under the DAE, State-wise during the last three years, especially for Andhra Pradesh; and
- (f) whether the Government has conducted/plans to conduct an assessment of regional demand for cancer care infrastructure and workforce particularly in underserved coastal districts like Konaseema and if so, the details thereof and if not 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) The State-wise details of hospitals functioning under TMC and Department of Atomic Energy (DAE) are given as under:

Sr. No.	Name of the Hospital	City, State	Status
1	Tata Memorial Hospital	Mumbai, Maharashtra	Operational
2	Advanced Centre for Treatment, Research and Education in Cancer (ACTREC)	Navi Mumbai, Maharashtra	Operational
3	Mahamana Pt. Madan Mohan Malaviya Cancer Centre (MPMMCC) at Varanasi	Varanasi, Uttar Pradesh	Operational
4	Homi Bhabha Cancer Hospital	Varanasi, Uttar Pradesh	Operational
5	Homi Bhabha Cancer Hospital & Research Centre	Visakhapatnam, Andhra Pradesh	Operational
6	Homi Bhabha Cancer Hospital & Research Centre	New Chandigarh, Punjab	Operational
7	Homi Bhabha Cancer Hospital	Sangrur, Punjab	Operational
8	Dr. B. Borooah Cancer Institute (BBCI)	Guwahati, Assam	Operational
9	Homi Bhabha Cancer Hospital and Research Centre	Muzaffarpur, Bihar	Operational

b) The details of the Hub and Spoke model being implemented for decentralisation of cancer care including the number of hub and spoke centres identified/operationalised across the country are as under:

HUB	SPOKE
Mahamana Pt. Madan Mohan Malaviya Cancer Centre (MPMMCC), Varanasi	Homi Bhabha Cancer Hospital, Varanasi
Homi Bhabha Cancer Hospital & Research Centre, New Chandigarh, Punjab	Homi Bhabha Cancer Hospital, Sangrur, Punjab

Further, as part of the National Cancer Grid (NCG), TMC has 380 cancer centres, research organizations and patient groups. However, the NCG does not have a hub and spoke model. The coordinating centre which is Tata Memorial Hospital runs various activities across the member centres to strengthen cancer care in the country through quality improvement, standardization, manpower training and research.

c) TMC has established a hospital in Andhra Pradesh namely Homi Bhabha Cancer Hospital & Research Centre, Visakhapatnam.

d) Does not arise in view of answer to (c) above.

e) The funds allocated, released and utilised for establishment and expansion of cancer hospitals and research centres under the DAE, State-wise during the last three years, especially for Andhra Pradesh are furnished in the enclosed

Statement.

f) TMC has not conducted/doesn't have any request to carry out an assessment of regional demand for cancer care infrastructure and workforce in Konaseema district.

STATEMENT

The Funds allocated, released and utilised for establishment and expansion of cancer hospitals and research centres under the DAE, state -wise during the last 3 years, especially for Andra Pradesh

In Lacs

State Wise	Plan Expenditure (In Creation of Asset Grant)						Non Plan Expenditure (In Revenue Grant)					
	2022-2023		2023-2024		2024-2025		2022-2023		2023-2024		2024-2025	
	Grant Allocated /Released	Expenditure	Grant Allocated /Released	Expenditure	Grant Allocated /Released	Expenditure	Grant Allocated /Released	Expenditure	Grant Allocated /Released	Expenditure	Grant Allocated /Released	Expenditure
Andhra Pradesh	10,982.17	10,786.01	-	-	-	-	447.00	838.84	2,733.79	6,032.73	4,573.50	7,653.06
Punjab	9,499.85	9,229.37	17,640.00	17,699.41	-	0.19	-	-	1,086.00	2,829.54	5,200.00	12,896.50
Varanasi	10,088.93	9,617.90	-	-	950.00 **	950.00 **	4,665.00	13,595.30	7,950.69	19,925.31	9,195.00	26,362.01
Muzaffarpur,Bihar	5,105.00	5,163.57	7,700.00	8,530.20	5,315.00	4,727.66	-	-	-	-		
BBCI,Guhwati	413.12	462.89	3,113.00	3,073.54	3,100.00	3,152.52	3,559.07	8,687.62	4,508.52	10,200.12	5,330.00	11,195.24
Odisha	-	-	300.00	110.13	950.00	1,135.73	-	-	-	-	-	-
Maharashtra	11,201.22	12,876.37	19,031.47	17,966.38	43,035.00	43,531.61	58,350.45	1,06,248.91	66,715.00	1,19,884.25	70,578.50	1,38,513.27
Total for All States (TMC)	47,290.29	48,136.11	47,784.47	47,379.66	52,400.00	52,547.52	67,021.52	1,29,370.68	82,994.00	1,58,871.95	94,877.00	1,96,620.08

In case of Non Plan Expenditure (In Revenue Grant) expenditure incurred over and above grant released is met from Income generated by Hospital for that year.

Note-

(**) Amount of Rs.950lakhs received from CPWD in respect of Varanasi Project returned to DAE during the year 2024-2025 ,hence not included in the Total Grant and Exp

रांची-वाराणसी वंदे भारत एक्सप्रेस का गोमो जंक्शन पर ठहराव

474. श्री दुलू महतो:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या धनबाद जिले के प्रमुख स्टेशन गोमो जंक्शन पर रांची-वाराणसी वंदे भारत एक्सप्रेस (20887/20888) का ठहराव सुनिश्चित करने के लिए सरकार से कोई औपचारिक अनुरोध किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या सरकार को इस बात की जानकारी है कि वंदे भारत एक्सप्रेस (20887/20888) में अनेक सीटें खाली हैं और हजारों यात्री, छात्र, श्रमिक और तीर्थयात्री प्रतिदिन गोमो जंक्शन से यात्रा करते हैं और वहां ठहराव यात्रियों के लिए बहुत उपयोगी होगा और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या सरकार का गोमो जंक्शन पर ठहराव प्रदान करके क्षेत्रीय संपर्क और यात्री सुविधा को बढ़ाने का विचार है; और
- (घ) यदि हाँ, तो भविष्य में उठाए गए या उठाए जाने वाले कदमों का ब्यौरा क्या है?

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

(क) से (घ) वर्तमान में, नेताजी सुभाष चन्द्र बोस गोमो जंक्शन स्टेशन पर 04 वंदे भारत और 06 राजधानी एक्सप्रेस सेवाओं सहित 90 रेलगाड़ी सेवाएँ उपलब्ध हैं, जिनमें नेताजी सुभाष चन्द्र बोस गोमो जंक्शन को रांची से जोड़ने वाली 09 जोड़ी रेलगाड़ी और वाराणसी से जोड़ने वाली 08 जोड़ी रेलगाड़ी सेवाएँ शामिल हैं।

इसके अलावा, भारतीय रेल पर रेलगाड़ियों के ठहराव का प्रावधान करना एक सतत् प्रक्रिया है, जो यातायात औचित्य, परिचालनिक व्यवहार्यता और संसाधनों की उपलब्धता आदि पर निर्भर करता है।

वर्ष 2024-25 और 2025-26 (अक्टूबर, 25 तक) के दौरान 20887/20888 रांची-

वाराणसी वंदे भारत एक्सप्रेस की कुल अधिभोगिता 100 प्रतिशत से अधिक रही है।

माननीय संसद सदस्य श्री दुलू महतो सहित कई प्रतिनिधियों से अभ्यावेदन प्राप्त हुए हैं, जिनमें 20887/20888 रांची-वाराणसी वंदे भारत एक्सप्रेस को नेताजी सुभाष चन्द्र बोस गोमो जंक्शन स्टेशन पर ठहराव की सुविधा प्रदान करने के लिए मांग की गई है।

परमाणु संयंत्रों के कार्य आरंभ में विलंब

475. श्री उम्मेदा राम बेनीवाल:

क्या प्रधानमंत्री यह बताने की कृपा करेंगे कि :-

- (क) क्या सरकार को नए परमाणु संयंत्रों के कार्य आरंभ में विलंब की जानकारी है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और कितनी परियोजनाएं लंबित हैं; और
- (ग) क्या बढ़ती लागत से सरकारी राजकोष पर बोझ पड़ा है और 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) और (ख) राजस्थान परमाणु विद्युत परियोजना, आरएपीपी-8 (700 मेगावाट) के पूरा होने/कमीशनन होने में देरी, मुख्यतः जापान में हुई फुकुशिमा दुर्घटना के विस्तृत विश्लेषण के परिणामस्वरूप विस्तृत डिजाइन समीक्षा और नए उन्नयन को शामिल करने के कारण हुई है। एक अन्य परियोजना, कुडनकुलम नाभिकीय विद्युत परियोजना, केकेएनपीपी-3 व 4 (2 X 1000 मेगावाट) में देरी रूस-यूक्रेन युद्ध और जिला प्रशासन द्वारा खदान संचालन रोकने के कारण चट्टान सामग्री की अनुपलब्धता के कारण हुई है। इसके अलावा, ठेकेदारों की वित्तीय समस्याओं और कोविड 19 महामारी के प्रभाव ने भी परियोजना क्रियान्वयन की देरी में योगदान दिया।

कल्पाक्कम, तमिलनाडु में भाविनि द्वारा कमीशनन किए जा रहे 500 मेगावाट प्रोटोटाइप द्रुत प्रजनक रिएक्टर में निर्माण और कमीशनन चरण में देरी हुई है जो अपनी तरह के पहले रिएक्टर के

कारण अंतर्निहित है। देरी की वजह बनने वाली इन प्रौद्योगिकीय चुनौतियों का क्रमबद्ध तरीके से सफलतापूर्वक समाधान किया गया है। इस समय, प्रथम क्रांतिकता की ओर ईंधन भरण कार्य चल रहा है। परियोजना की भौतिक प्रगति 97.90% है।

(ग) इन परियोजनाओं को डीई के सार्वजनिक क्षेत्र उपक्रम जैसे एनपीसीआईएल और भाविनि द्वारा भारत सरकार के इक्विटी निवेश/इन पीएसयू को ऋण के ज़रिए क्रियान्वित किया गया है, जिससे भारत सरकार को ब्याज/लाभांश प्राप्त होता है। इसलिए, इसे सार्वजनिक कोष पर बोझ नहीं माना जा सकता।

कानपुर-जम्मू तवी एक्सप्रेस का ठहराव

476. श्री अशोक कुमार रावत:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या मल्लावाँ रेलवे स्टेशन पर गाड़ी संख्या 12469/12470 कानपुर-जम्मू तवी एक्सप्रेस (सुपरफास्ट) का ठहराव प्रदान करने का प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ख) जम्मू तवी आने-जाने वाले मल्लावाँ क्षेत्र के निवासियों के जनहित को ध्यान में रखते हुए रेलगाड़ी संख्या 12469/12470 कानपुर-जम्मू तवी सुपरफास्ट एक्सप्रेस का ठहराव मल्लावाँ रेलवे स्टेशन पर कब तक किए जाने की संभावना है?

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

- (क) और (ख) मल्लावाँ स्टेशन वर्तमान में 4 रेलगाड़ी सेवाओं द्वारा सेवित किया जा रहा है, जो अन्य बातों के साथ-साथ कानपुर, उन्नाव, सीतापुर आदि जैसे शहरों को संपर्कता प्रदान करता है।

12469/12470 कानपुर-जम्मू तवी एक्सप्रेस का बालमऊ, मल्लावाँ के पास निर्धारित ठहराव है। इसके अतिरिक्त, खंड पर अतिरिक्त समय की उपलब्धता और प्लेटफार्म की लंबाई आदि जैसी

एकसमान अवसंरचना की उपलब्धता सहित रेलगाड़ी सेवाओं के ठहराव का प्रावधान यातायात औचित्य, परिचालनिक व्यवहार्यता पर निर्भर करता है।

खरगोन-बड़वानी में मोबाइल टावर लगाना

477. श्री गजेन्द्र सिंह पटेल:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या खरगोन-बड़वानी लोक सभा निर्वाचन क्षेत्र के दूर-दराज के पहाड़ी क्षेत्रों में मोबाइल टावर लगाने की कोई योजना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) खरगोन-बड़वानी लोक सभा निर्वाचन क्षेत्र में विगत तीन वर्षों के दौरान मोबाइल टावर लगाने की स्वीकृति की वर्ष-वार और कंपनी-वार संख्या कितनी है; और

(ग) कंपनी-वार कितने मोबाइल टावर चालू किए गए, कितने पर काम चल रहा है और कितने टावरों को मंजूरी मिलने के बाद बंद कर दिया गया है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) से (ग) खरगोन और बड़वानी जिलों में अप्रैल 2022 से डिजिटल भारत निधि स्कीम के तहत निम्नलिखित मोबाइल टावरों को अनुमोदन दिया गया है और चालू कर दिया गया है:

क्रम संख्या	स्कीम	कार्यान्वयन एजेंसी	जिला	नियोजित टावर	चालू किए गए टावर
1	4जी सेचुरेशन	भारत संचार निगम लिमिटेड	खरगोन	67	62
			बड़वानी	88	56
2	आकांक्षी जिलों के 502 सेवा से वंचित गांव	रिलायंस जियो इन्फोकॉम लिमिटेड	बड़वानी	59	59
कुल				214	177

VANDE BHARAT TRAINS IN TAMIL NADU

478. DR. KALANIDHI VEERASWAMY:

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

- (a) the total number of Vande Bharat trains currently operational in the southern States, including Tamil Nadu;
- (b) whether the Government proposes to introduce new Vande Bharat routes connecting major cities and towns in the southern region during the current or next financial year and if so, the details thereof;
- (c) the details of the criteria adopted by the Government for selecting new routes for Vande Bharat services and keeping in view the regional balance; and
- (d) whether the Government has received any representations/demands from southern States regarding additional Vande Bharat trains and if so, the details thereof including the action taken thereon?

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

(a) to (d) As the railway network straddles across State boundaries, trains are introduced, as per network requirement, across such boundaries.

Introduction of new trains including Vande Bharat train services on any route/section 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

Of the 164 Vande Bharat services operationalised by the Indian Railways, the number of services, on originating/terminating basis, catering to the stations located in various southern States are as under:

State	No. of Vande Bharat services
Tamil Nadu	16 services
Kerala	6 services
Karnataka	22 services
Andhra Pradesh	12 services
Telangana	10 services

Proposals/ requests/ suggestions/ representations, both formal and informal *inter alia* for introduction of trains including Vande Bharat trains and its variants 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.

RAJIV GANDHI CENTRE FOR BIOTECHNOLOGY LED TRIBAL HERITAGE PROJECT

479. SHRIMATI PRIYANKA GANDHI VADRA:

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

- (a) the details of traditional crop varieties documented in Kerala under the Rajiv Gandhi Centre for Biotechnology-led Tribal Heritage Project, district-wise;
- (b) the details of traditional crop varieties documented in Wayanad district and the details of those for which genetic profiling is underway has been completed;
- (c) the details of sites where field gene banks have been established in Wayanad under the project, and the criteria used for varietal selection;
- (d) the details of the aspects of community participation and involvement in the said project;
- (e) whether the participating farmers or community groups have received any remuneration, incentives or benefit-sharing support and if so, the details thereof; and
- (f) the other steps being taken by the Government to ensure conservation and promotion of traditional varieties of paddy, pepper and other crops?

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 Tribal Heritage Project, is led by [Rajiv Gandhi Centre for Biotechnology \(RGCB\) - an Institute of Biotechnology Research and Innovation Council \(BRIC\), Department of Biotechnology, Government of India.](#) BRIC-RGCB with the grant-in-aid support from Department of Science and Technology (DST) under its Science Heritage Research Initiative (SHRI) has been able to document 26

varieties of *Dioscorea*, 27 varieties of taro, 14 varieties of cassava, 5 varieties of jackfruit, 24 varieties of black pepper, 37 varieties of banana and 41 varieties of rice. The district-wise list is given in the enclosed **Statement-I**.

(b) The details of traditional crop varieties collected from Wayanad and genetic profiling completed is given in the enclosed **Statement-II**.

(c) The Field gene banks established in Wayanad for traditional paddy varieties are located in Makkimala, Thalapuzha Panchayath and Peechangode in Vellamunda Panchayath, in the Mananthavadi Taluk, while another field gene bank established in Nambikolly, Nenmeni Panchayath, Sultan Bathery Taluk. Additionally, a conservation plot cum field gene bank for wild tubers and bananas were established in Nellarachal, Ambalavayal Panchayath in Sultan Bathery Taluk.

Only traditional landraces, which are diminishing from the mainstream cultivation in paddy, yams and tubers, and banana, were selected for the establishment of the field genebank and conservation plots.

(d) The project activities—including the documentation of traditional land races of rice, tubers, and fruits utilized by tribal communities, the promotion and conservation of wild edibles through nursery establishments, and the creation of community enterprises based on traditional skills and knowledge—were carried out with the active involvement of tribal communities in the targeted districts of Idukki, Wayanad, and Thiruvananthapuram. The documentation of traditional land races was conducted in 56 tribal settlements across 12 blocks within these districts, involving interviews with 130 tribal informants from 10 different

communities.

The establishment of community enterprises rooted in traditional skills and local bio-resources, Self Help Groups and Societies were formed in tribal colonies. Twenty such community enterprises were equipped with essential infrastructure, tools and machineries, skill enhancement programs, and market linkage assistance. These enterprises focuses on various areas, including the nursery and sale of wild edibles, ethnic food production and value addition, medicinal plant processing, non-timber forest produce processing, lemongrass oil extraction, production of fixed oils from wild sources, and the application of ethnic medical practices.

(e) To establish the field gene bank for traditional rice and a conservation cum demonstration plot for wild tubers and bananas, farmer groups received support for labor costs related to field preparation, as well as payments for procuring necessary consumables such as seeds and manure. Additionally, the income generated during harvesting was shared among Self Help Group (SHG) members after setting aside a seed fund for the next cropping season. Community enterprises focused on non-farming activities, such as ethnic food processing, medicinal plant processing, and wild oil extraction, were provided with work sheds and machinery, along with initial consumable support to facilitate their operations. The ongoing management of these units relies on revolving funds generated from their activities.

(f) BRIC-RGCB under the Science Heritage Research Initiative (SHRI) program, has established a 7.2-hectare Field Gene Bank for traditional paddy varieties in

Wayanad District, alongside three Conservation and Demonstration Plots and nurseries for wild edibles. These efforts involve tribal communities groups, including Nellara Pattika Vargha Karshakasangham in Wayanad, Agasthya SHG in Thiruvananthapuram, and Karuthaponnu SHG in Idukki, which also operates a nursery for traditional black pepper. These initiatives aimed to conserve and utilize traditional varieties while serving as educational tools to promote awareness about wild edibles, sustainable harvesting practices, and their cultural significance through community outreach events.

STATEMENT-I

District wise list of Dioscorea varieties documented under Tribal Heritage project by BRIC-RGCB

Sl. No.	Wayanad	Idukki	Thiruvananthapuram
1.	Chora Kachil (<i>Dioscorea alata</i>)	Chora Kachil (<i>Dioscorea alata</i>)	Chora Kachil (<i>Dioscorea alata</i>)
2	Bharani Kachil (<i>Dioscorea alata</i>)	Orange Kachil (<i>Dioscorea alata</i>)	Kattu Kachil (<i>Dioscorea alata</i>)
3	Kattu Kachil (<i>Dioscorea alata</i>)	Palvalli Kachil (<i>Dioscorea alata</i>)	Van Kizhangu (<i>Dioscorea esculenta</i>)
4	Van Kizhangu (<i>Dioscorea esculenta</i>)	Kezhaykka Kachil (<i>Dioscorea alata</i>)	Nooran (<i>Dioscorea pentaphylla</i>)
5	Nooran (<i>Dioscorea pentaphylla</i>)	Aadhivasi Kachil (<i>Dioscorea alata</i>)	Kaduvakkayyan Kachil (<i>Dioscorea alata</i>)
6	Kaduvakkayyan Kachil (<i>Dioscorea alata</i>)	Kattu Kachil (<i>Dioscorea alata</i>)	Adathappu (<i>Dioscorea bulbifera</i>)

7	Adathappu (<i>Dioscorea bulbifera</i>)	Nooran (<i>Dioscorea pentaphylla</i>)	Mullan Kizhangu (<i>Dioscorea esculenta</i>)
8	Mullan Kizhangu (<i>Dioscorea esculenta</i>)	Kaduvakkayyan Kachil (<i>Dioscorea alata</i>)	Kattu Adathappu (<i>Dioscorea bulbifera</i>)
9	Neela Kachil (<i>Dioscorea alata</i>)	Adathappu (<i>Dioscorea bulbifera</i>)	Thettam (<i>Dioscorea oppositifolia</i>)
10	Kattu Adathappu (<i>Dioscorea bulbifera</i>)	Mullan Kizhangu (<i>Dioscorea esculenta</i>)	Neendikachil (<i>Dioscorea alata</i>)
11	Venni Kizhangu (<i>Dioscorea hispida</i>)	Chavan Kizhangu (<i>Dioscorea tomentosa</i>)	Inji Kachil (<i>Dioscorea alata</i>)
12	Kaattu Kizhangu (<i>Dioscorea wallichii</i>)	Kaattu Kizhangu (<i>Dioscorea wallichii</i>)	Kaattu Kizhangu (<i>Dioscorea wallichii</i>)
13	Cherukizhangu (<i>Dioscorea esculenta</i>)	Manthal (<i>Dioscorea sps</i>)	Kappa Kachil (<i>Dioscorea alata</i>)
14	Thettam (<i>Dioscorea oppositifolia</i>)	Thettam (<i>Dioscorea oppositifolia</i>)	Quintal Kachil (<i>Dioscorea alata</i>)
15	Neendikachil (<i>Dioscorea alata</i>)	Kattu Adathappu (<i>Dioscorea bulbifera</i>)	Undakachil (<i>Dioscorea alata</i>)
16	Inji Kachil (<i>Dioscorea alata</i>) Pannikkachil (<i>Dioscorea alata</i>)	Muttakachil (<i>Dioscorea alata</i>)	Vennikkizhang (<i>Dioscorea homiltonii</i>)
17	Mogappan (<i>Dioscorea wallichii</i>)	Thnan Kachil (<i>Dioscorea alata</i>)	Cherukizhangu (<i>Dioscorea esculenta</i>)
18	Kuppunthi (<i>Dioscorea alata</i>)	Velangal (<i>Dioscorea spp</i>)	Van Kizhangu (<i>Dioscorea esculenta</i>)
19	Kappa Kachil (<i>Dioscorea alata</i>)	Undakachil (<i>Dioscorea alata</i>)	
20	Quintal Kachil (<i>Dioscorea alata</i>)	Vennikkizhang (<i>Dioscorea homiltonii</i>)	

21	Vennikkizhang (<i>Dioscorea homiltonii</i>)	Cherukizhangu (<i>Dioscorea esculenta</i>)	
22	Undakachil (<i>Dioscorea alata</i>)	Van Kizhangu (<i>Dioscorea esculenta</i>)	
23	Sugandhakachil (<i>Dioscorea alata</i>)		
24	Kodikachil (<i>Dioscorea alata</i>)		
25	Cheramadayan (<i>Diocorea alata</i>)		
26	Arikizhang (<i>Dioscorea alata</i>)		

District wise list of Taro varieties documented under Tribal Heritage project by BRIC-RGCB

Sl. No.	Wayanad	Idukki	Thiruvananthapuram
1	Vettu Chembu (<i>Colocasia esculenta</i>)	Vettu Chembu (<i>Colocasia esculenta</i>)	Vettu Chembu (<i>Colocasia esculenta</i>)
2	Anakomban (<i>Colocasia esculenta</i>)	Paal chembu (<i>Xanthosoma sagitifolium</i>)	Paal chembu (<i>Xanthosoma sagitifolium</i>)
3	Paal chembu (<i>Xanthosoma sagitifolium</i>)	Kula Chembu (<i>Colocasia Esculenta</i>)	Makkalepotti (<i>Colocasia esculenta</i>)
4	Arattupuzha Kannan (<i>Colocasia esculenta</i>)	Araya Chembu Thada Chembu (<i>Colocasia esculenta</i>)	Thamarakannan Chembu (<i>Colocasia esculenta</i>)
5	Neychembu (<i>Colocasia esculenta</i>)	Podi Chembu(<i>Colocasia esculenta</i>)	Choriyan Chembu (<i>Colocasia esculenta</i>)
6	Makkalepotti (<i>Colocasia esculenta</i>)	Motta Chembu (<i>Colocasia esculenta</i>)	Kuzhinirayan Chembu (<i>Colocasia esculenta</i>)
7	Nanachembu (<i>Colocasia</i>	Chemban Chembu	Kannan chembu

	<i>esculenta</i>)	(<i>Colocasia esculenta</i>)	(<i>Colocasia esculenta</i>)
8	Upperichembu type 2 Cheerachembu (<i>Colocasia esculenta</i>)	Kotta Chembu (<i>Colocasia esculenta</i>)	
9	Maran Chembu or Iyya Chembu (<i>Alocasia macrorrhizos</i>)	Makkalepotti (<i>Colocasia esculenta</i>)	
10	Thamarakannan Chembu (<i>Colocasia esculenta</i>)	Thamarakannan Chembu (<i>Colocasia esculenta</i>)	
11	Kappachembu (<i>Colocasia esculenta</i>)	Choriyan Chembu (<i>Colocasia esculenta</i>)	
12	Cheera chembu type (<i>Colocasia gigantean</i>)	Kuzhinirayan Chembu (<i>Colocasia esculenta</i>)	
13	Pindalan Chembu (<i>Colocasia esculenta</i>)	Kannan chembu (<i>Colocasia esculenta</i>)	
14	Kudavazha Chembu (<i>Colocasia esculenta</i>)	Karichembu/Neelachembu (<i>Colocasia esculenta</i>)	
15	Valan chembu (<i>Colocasia esculenta</i>)		
16	Mukthakeshi (<i>Colocasia esculenta</i>)		
17	Kannan chembu (<i>Colocasia esculenta</i>)		
18	Karichembu/Neelachembu (<i>Colocasia esculenta</i>)		
19	Cheruchembu (<i>Colocasia esculenta</i>)		
20	Chuvanna Chembu (<i>Colocasia esculenta</i>)		
21	Vella Chembu/Cheera Chembu (<i>Colocasia esculenta</i>)		
22	Kattu Chembu/Veli		

	Chembu (<i>Colocasia esculenta</i>)		
23	Kudamalaran Chembu (<i>Colocasia esculenta</i>)		
24	Karutha Kannan Chembu (<i>Colocasia esculenta</i>)		
25	Aattu Kannan Chembu (<i>Colocasia esculenta</i>)		
26	Choriyan Chembu (<i>Colocasia esculenta</i>)		
27	Kuzhinirayan Chembu (<i>Colocasia esculenta</i>)		

District wise list of Cassava varieties documented under Tribal Heritage project by BRIC-RGCB

Sl. No.	Wayanad	Idukki	Thiruvananthapuram
1.	Quintal Kappa 1 (<i>Manihot esculenta</i>)	Kantharippadappan (<i>Manihot esculenta</i>)	Aarumasa Kappa (<i>Manihot esculenta</i>)
2	Malabar Vella (<i>Manihot esculenta</i>)	Karuthathandan (<i>Manihot esculenta</i>)	Ambakkadan (<i>Manihot esculenta</i>)
3	Aarumasa Kappa (<i>Manihot esculenta</i>)	Curryveppu Kappa (<i>Manihot esculenta</i>)	Curryveppu Kappa (<i>Manihot esculenta</i>)
4	Eetha kappa (<i>Manihot esculenta</i>)	Malabar Vella (<i>Manihot esculenta</i>)	Malabar Vella (<i>Manihot esculenta</i>)
5	Ambakkadan (<i>Manihot esculenta</i>)	Quintal Kappa 1 (<i>Manihot esculenta</i>)	Ramanthala Kappa (<i>Manihot esculenta</i>)
6	Kochulahannan (<i>Manihot esculenta</i>)	Ramanthala Kappa (<i>Manihot esculenta</i>)	
7	Silcon kappa (<i>Manihot esculenta</i>)	Pambakuda Kappa (<i>Manihot esculenta</i>)	

8		Aarumasa Kappa (<i>Manihot esculenta</i>)	
9		Eetha kappa (<i>Manihot esculenta</i>)	
10		Nalumasa Kappa (<i>Manihot esculenta</i>)	
11		Rotti kappa (<i>Manihot esculenta</i>)	
12		Violet Kappa (<i>Manihot esculenta</i>)	
13		Silcon kappa (<i>Manihot esculenta</i>)	
14		Ambakkadan (<i>Manihot esculenta</i>)	

District wise list of Jackfruit documented under Tribal Heritage project by BRIC-RGCB

Sl. No.	Wayanad	Idukki	Thiruvananthapuram
1.	Varikka (<i>Artocarpus heterophyllus</i>)	Varikka (<i>Artocarpus heterophyllus</i>)	Varikka (<i>Artocarpus heterophyllus</i>)
2	Koozha (<i>Artocarpus heterophyllus</i>)	Koozha (<i>Artocarpus heterophyllus</i>)	Koozha (<i>Artocarpus heterophyllus</i>)
3	Then Varikka (<i>Artocarpus heterophyllus</i>)	Then Varikka (<i>Artocarpus heterophyllus</i>)	Then Varikka (<i>Artocarpus heterophyllus</i>)
4	Navarikka (<i>Artocarpus heterophyllus</i>)	Navarikka (<i>Artocarpus heterophyllus</i>)	Navarikka (<i>Artocarpus heterophyllus</i>)
5	Unda Chakka (<i>Artocarpus heterophyllus</i>)	Unda Chakka (<i>Artocarpus heterophyllus</i>)	Unda Chakka (<i>Artocarpus heterophyllus</i>)

**District wise list of Black pepper documented under Tribal Heritage project
by BRIC-RGCB**

Sl. No.	Wayanad	Idukki	Thiruvananthapuram
1	Karimunda (<i>Piper nigrum</i>)	Thottamundi (<i>Piper nigrum</i>)	Kottanadan (<i>Piper nigrum</i>)
2	Kuthira Vali (<i>Piper nigrum</i>)	Neelamundi (<i>Piper nigrum</i>)	Thottamundi (<i>Piper nigrum</i>)
3	Balankotta (<i>Piper nigrum</i>)	Maran Pedathi (<i>Piper nigrum</i>)	Karimunda (<i>Piper nigrum</i>)
4	Uthirankotta (<i>Piper nigrum</i>)	Vatta Mundi (<i>Piper nigrum</i>)	Kuthira Vali (<i>Piper nigrum</i>)
5	Wayanadan chettan (<i>Piper nigrum</i>)	Vella Mundi (<i>Piper nigrum</i>)	Vella Mundi (<i>Piper nigrum</i>)
6		Karimunda (<i>Piper nigrum</i>)	Thulam Mundi (<i>Piper nigrum</i>)
7		Kallugal Kodi (<i>Piper nigrum</i>)	
8		Manja Mundi (<i>Piper nigrum</i>)	
9		Kathira Vali (<i>Piper nigrum</i>)	
10		Thulam Mundi (<i>Piper nigrum</i>)	
11		Mala Mundi (<i>Piper nigrum</i>)	
12		Jeeraka Munda (<i>Piper nigrum</i>)	
13		Kochu Kanikkaran (<i>Piper nigrum</i>)	
14		Ambbara Mundi (<i>Piper nigrum</i>)	
15		Valiya Karimunda (<i>Piper</i>	

		<i>nigrum</i>)	
16		Kumbha Kodi (<i>Piper nigrum</i>)	
17		Nayara Kodi (<i>Piper nigrum</i>)	
18		Zebra Mundi (<i>Piper nigrum</i>)	
19		Aana Cheviyan (<i>Piper nigrum</i>)	
20		Arimundi (<i>Piper nigrum</i>)	
21		Arakulam Mundi (<i>Piper nigrum</i>)	
22		Vellanamban (<i>Piper nigrum</i>)	
23		Irumaniyan (<i>Piper nigrum</i>)	
24		Chenganoor Kodi (<i>Piper nigrum</i>)	

District wise list of Banana varieties documented under Tribal Heritage project by BRIC-RGCB

Sl. No.	Wayanad	Idukki	Thiruvananthapuram
1.	Vannan/Mannan (<i>Musa sps</i>)	Vannan/Mannan (<i>Musa sps</i>)	Njalipoovan(<i>Musa sps</i>)
2	Adaykka Poovan (<i>Musa sps</i>)	Pachachingan(<i>Musa sps</i>)	Chenkadhali
3	Aattunenthra (<i>Musa sps</i>)		Charapoovan
4	Chundilla Nenthran (<i>Musa sps</i>)	Chundilla Nenthran (<i>Musa sps</i>)	Nadan Poovan/Podipoovan
5	Manjappoovan(<i>Musa sps</i>)	Njalipoovan(<i>Musa sps</i>)	Sugandhi (<i>Musa sps</i>)

6	Chundillakannan (<i>Musa sps</i>)	Chenkadhali	<i>Robusta (Musa sps)</i>
7	Malampoovan (<i>Musa sps</i>)	Pooja Kadhali(<i>Musa sps</i>)	<i>Palemkodan (Musa sps)</i>
8	Charappovan (<i>Musa sps</i>)	Charapoovan	
9	Nadan Poovan/Podipoovan	Nadan Poovan/Podipoovan	
10	Wayanadan Kalluvazha(<i>Musa sps</i>)	Sugandhi (<i>Musa sps</i>)	
11	Amruthasagar(<i>Musa sps</i>)	<i>Robusta (Musa sps)</i>	
12	Poonkalli(<i>Musa sps</i>)	<i>Palemkodan (Musa sps)</i>	
13	Adukkann (<i>Musa sps</i>)		
14	Chavanippovan(<i>Musa sps</i>)		
15	Mysore Ethan (<i>Musa sps</i>)		
16	Karpooravalli (<i>Musa sps</i>)		
17	Manja Vazha (<i>Musa sps</i>)		
18	Velipadathi(<i>Musa sps</i>)		
19	Kali (<i>Musa sps</i>)		
20	Monthan (<i>Musa sps</i>)		
21	Vettan (<i>Musa sps</i>)		
22	Chemmati (<i>Musa sps</i>)		
23	Kunnhan (<i>musa sps</i>)		
24	Njalipoovan(<i>Musa sps</i>)		
25	Chenkadhali (<i>Musa sps</i>)		
26	Pooja Kadhali(<i>Musa sps</i>)		

27	Sugandhi (<i>Musa sps</i>)		
28	Robusta (<i>Musa sps</i>)		
29	Palemkodan (<i>Musa sps</i>)		
30	Eranadan padathi		
31	Thenkali		
32	Kallankadali		
33	Peyan		
34	Perumpadali		
35	Kunnancheruth		
36	Penangu		
37	English Poovan		

Traditional rice varieties documented from Wayanad under Tribal Heritage project by BRIC-RGCB

Sl. No.	Rice varieties		Sl. No.	Rice varieties
1	Arimudan		29	Njavara
2	Kothandan		30	Onamottan
3	Rethasaali		31	Kodakan Thondi
4	Adukkkan		32	Jeerakasala
5	Annamundan		33	Kuruva
6	Ayiramkana		34	Kullan Thondi
7	Adukkkan (II)		35	Kanali
8	Njavara		36	Kuruvatti
9	Idavaka		37	Chuvanna Chitteni
10	Thondi Kayama		38	Jeeraka Chembavu
11	Gandhakasala		39	Mullan Channa
12	Kunjootti		40	Koduveliyan
13	Kurumatta		41	Marathondi
14	Veliyan			
15	Ayirammeni			
16	Kavungin poothala			

17	Mallikuruva		
18	Mullankayama		
19	Mullanpunja/okka punja		
20	Palthondi		
21	Thonnuranthondi		
22	Chomala		
23	Cheruthondi		
24	Ayiramkana		
25	Chennellu		
26	Kalladiyaran		
27	Njavara		
28	Thavalakkannan		

STATEMENT-II

Details of traditional crop varieties collected from Wayanad and conducted genetic profiling at BRIC-RGCB

1. Land races of Dioscorea

Sl. No.	Land races of Dioscorea
<i>Dioscorea alata</i>	
1	Sugandhakachil
2	Undakachil
3	Neendikachil
4	Mattukachil
5	Kaduvakayyankachil
6	Kappakachil
7	Injikachil
8	Chorakachil
9	Quintalkachil
10	Thoonankachil
<i>Dioscorea esculenta</i>	

11	Mukkizhangu
12	Cherukizhangu (small)
13	Cherukizhangu (large)
14	Vankizhangu
15	Nanakizhangu
16	Erachikachil
17	Adathappu
18	Pattikachil
<i>Dioscorea oppositifolia</i>	
19	Kanjiravallikizhangu
20	Naarakizhangu
<i>Dioscorea wallichii</i>	
21	Mogappan
<i>Dioscorea pentaphylla</i>	
22	Nooran

2. Traditional rice varieties

Sl. No.	Rice varieties	Sl. No.	Rice varieties
1	Arimudan	29	Njavara
2	Kothandan	30	Onamottan
3	Rethasaali	31	Kodakan Thondi
4	Adukkann	32	Jeerakasala
5	Annamundan	33	Kuruva
6	Ayiramkana	34	Kullan Thondi
7	Adukkann (II)	35	Kanali
8	Njavara	36	Kuruvatti
9	Idavaka	37	Chuvanna Chitteni
10	Thondi Kayama	38	Jeeraka Chembavu
11	Gandhakasala	39	Mullan Channa
12	Kunjootti	40	Koduvelian
13	Kurumatta	41	Marathondi
14	Veliyan		

15	Ayirammeni		
16	Kavungin poothala		
17	Mallikuruva		
18	Mullankayama		
19	Mullanpunja/okka punja		
20	Palthondi		
21	Thonnuranthondi		
22	Chomala		
23	Cheruthondi		
24	Ayiramkana		
25	Chennellu		
26	Kalladiyaran		
27	Njavara		
28	Thavalakkannan		

3. Banana varieties

Sl. No.	Wayanad
1.	Chundillakannan (<i>Musa sps</i>)
2	Karpooravalli (<i>Musa sps</i>)
3	Monthan (<i>Musa sps</i>)
4	Vettan (<i>Musa sps</i>)
5	Chemmati (<i>Musa sps</i>)
6	Kunnhan (<i>musa sps</i>)
7	Eranadan padathi (<i>Musa sps</i>)
8	Thenkali (<i>Musa sps</i>)
9	Kallankadali (<i>Musa sps</i>)
10	Peyan (<i>Musa sps</i>)
11	Perumpadali (<i>Musa sps</i>)
12	Kunnancheruth (<i>Musa sps</i>)
13	Penangu (<i>Musa sps</i>)
14	English Poovan (<i>Musa sps</i>)

नई रोशनी योजना

480. श्री जसवंतसिंह सुमनभाई भाभोर:

श्रीमती विजयलक्ष्मी देवी:

श्री बंटी विवेक साहू:

क्या **अल्पसंख्यक कार्य** मंत्री यह बताने की कृपा करेंगे कि:

(क) नई रोशनी योजना के अंतर्गत अल्पसंख्यक महिलाओं के लिए विशेष रूप से शुरू किए गए नए व्यावसायिक प्रशिक्षण पाठ्यक्रमों के नाम क्या हैं;

(ख) सरकार महिला स्वयं सहायता समूहों (एसएचजी) को ऋण और विपणन सुविधा उपलब्ध कराने के लिए किस प्रकार प्रोत्साहन दे रही है;

(ग) क्या अल्पसंख्यक महिला उद्यमियों द्वारा निर्मित उत्पादों को प्रदर्शित करने के लिए एक समर्पित पोर्टल शुरू किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) सरकार द्वारा आर्थिक कार्यकलापों में अल्पसंख्यक महिलाओं की भागीदारी सुनिश्चित करने के लिए सामाजिक रुकावटों को दूर करने के संबंध में क्या कदम उठाए गए हैं/ उठाए जा रहे हैं?

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरन रिजिजू):

(क) नई रोशनी योजना, जोकि अल्पसंख्यक महिलाओं के लिए एक नेतृत्व विकास कार्यक्रम है, की शुरुआत 2012-13 में की गई थी, जिसका उद्देश्य अल्पसंख्यक महिलाओं को सभी स्तरों पर सरकारी प्रणालियों, बैंकों और अन्य संस्थानों के साथ संपर्क स्थापित करने हेतु ज्ञान, साधन और तकनीक प्रदान करके उन्हें सशक्त बनाना और उनमें आत्मविश्वास पैदा करना है। उक्त योजना को अब बंद कर दिया गया है और तदनुसार, नई रोशनी योजना के तहत विशेष रूप से अल्पसंख्यक महिलाओं के लिए कोई नया व्यावसायिक प्रशिक्षण पाठ्यक्रम शुरू नहीं किया गया है।

हालांकि, इस योजना को अब महिला नेतृत्व और उद्यमशीलता घटक के रूप में एक एकीकृत योजना अर्थात् प्रधानमंत्री विरासत का संवर्धन (पीएम विकास) में समायोजित कर दिया गया है जिसमें महिला नेतृत्व और उद्यमशीलता घटक के तहत अल्पसंख्यक महिलाओं को निम्नलिखित तीन पाठ्यक्रमों में प्रशिक्षण प्रदान किया जाता है:

- i. नेतृत्व और बुनियादी उद्यमशीलता विकास
- ii. उद्यमशीलता विकास
- iii. व्यावसायिक मेंटरशिप/बिजनेस कॉर्रेस्पोंडेंट (बिज सखी/उद्यमी मित्र)

अब तक, पीएम विकास योजना के महिला नेतृत्व और उद्यमशीलता घटक के तहत 3380 अभ्यर्थियों के लक्ष्य का आवंटन किया गया है।

(ख) और (ग) पीएम विकास योजना के महिला नेतृत्व एवं उद्यमशीलता घटक में एक प्रमुख उद्देश्य उद्यमशीलता विकास मॉड्यूल के तहत प्रशिक्षित 30 प्रतिशत लाभार्थियों के बीच व्यक्तिगत या सामूहिक उद्यमों के विकास को बढ़ावा देना है ताकि एनएमडीएफसी, बैंकों, एनबीएफसी जैसे वित्तीय संस्थानों के साथ संपर्क स्थापित करके 'आत्मनिर्भर भारत' के दृष्टिकोण के साथ उद्यमों/स्व-रोजगार उद्यमों को स्थापित किया जा सके।

इसके अलावा, अल्पसंख्यक कार्य मंत्रालय, एक प्रभावी विपणन मंच प्रदान करने के लिए लोक संवर्धन पर्व नामक अल्पसंख्यक समुदाय विशिष्ट कार्यक्रमों का आयोजन करता है, जिसमें देश भर के अल्पसंख्यक कारीगरों/शिल्पकारों/पाककला विशेषज्ञों (अल्पसंख्यक महिलाओं सहित) को अपने हस्तनिर्मित, स्वदेशी और कारीगर उत्पादों को प्रदर्शित करने और विपणन करने का अवसर दिया जाता है। ये आयोजन उन्हें व्यावसायिक अवसरों और व्यापक बाजार उपस्थिति के लिए तैयार करने के साथ-साथ रोजगार और आजीविका के अवसर उत्पन्न करने में मदद करते हैं।

मंत्रालय ने अभी तक अल्पसंख्यक महिला उद्यमियों द्वारा निर्मित कारीगर उत्पादों को प्रदर्शित करने के लिए कोई समर्पित पोर्टल शुरू नहीं किया है।

(घ) अल्पसंख्यक महिलाओं की भागीदारी सुनिश्चित करने के लिए, पीएम विकास योजना के तहत प्रशिक्षित किए जाने वाले कुल अभ्यर्थियों का एक निश्चित प्रतिशत स्थान महिला लाभार्थियों के लिए निर्धारित किया गया है:

- i. पारंपरिक प्रशिक्षण और गैर-पारंपरिक कौशल उप घटकों में कुल लक्ष्य का कम से कम 33 प्रतिशत महिला लाभार्थियों के लिए आरक्षित है।

- ii. शिक्षा घटक में कुल लक्ष्य का कम से कम 50 प्रतिशत महिला लाभार्थियों के लिए आरक्षित है।
- iii. महिला नेतृत्व और उद्यमशीलता घटक (पूर्व में नई रोशनी योजना) विशेष रूप से महिला लाभार्थियों के लिए है।

**MOBILE NETWORK CONNECTIVITY IN
BARGARH AND JHARSUGUDA, ODISHA**

481. SHRI PRADEEP PUROHIT:

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

- (a) whether the Government is aware that several areas in the districts of Bargarh and Jharsuguda in Odisha continue to face poor mobile network connectivity, affecting communication, education, health services and emergency response systems and if so, the details thereof;
- (b) whether the Government has received any proposals from the BSNL or telecom service providers for approval of new mobile towers in uncovered and weak-signal locations in these districts and if so, the details thereof;
- (c) the details of the number of mobile towers approved, installed and proposed in these districts during the last three years, district-wise and scheme-wise (including USOF schemes);
- (d) whether the Government proposes to set up additional mobile towers under 4G Saturation Project, BharatNet, or any other central schemes to ensure 100% mobile coverage in these districts and if so, the details thereof; and
- (e) the timeframe by which the Government aims to resolve network gaps and ensure reliable telecom connectivity in all rural and remote villages of said 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) As of October 2025, out of 1,549 villages (as per data of Registrar General of India) in Bargarh and Jharsuguda district in Odisha, 1,545 villages are covered with mobile connectivity and 1,528 villages are covered with 4G mobile connectivity.

Mobile coverage for any uncovered inhabited villages is provided by the Telecom Service Providers (TSPs) based on the techno-commercial viability. Government, through funding from Digital Bharat Nidhi (DBN), is implementing various schemes for expansion of telecom connectivity through installation of 4G mobile towers in the rural and remote areas of the country.

The Department examines requests received from various quarters for the installation of mobile towers in uncovered villages in accordance with the extant procedures. Eligible locations are progressively considered for inclusion under the Digital Bharat Nidhi (DBN) schemes for 4G coverage from time to time.

A total of 9 towers in Bargarh and 3 towers in Jharsuguda district have been commissioned under various Digital Bharat Nidhi funded 4G mobile schemes.

वाई-फाई एक्सेस नेटवर्क इंटरफेस (पीएम-वाणी) योजना

482. श्री दामोदर अग्रवाल:

श्री अरुण गोविल:

श्रीमती शोभनाबेन महेन्द्रसिंह बारैया:

श्रीमती अनिता नागरसिंह चौहान:

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

(क) सरकार द्वारा चलाई जा रही प्रधानमंत्री वाई-फाई एक्सेस नेटवर्क इंटरफेस (पीएम-वाणी) योजना का ब्यौरा क्या है;

(ख) वर्तमान में उक्त 'पीएम-वाणी' योजना के अंतर्गत वाई-फाई सेवाएं प्रदान करने वाली कुल कंपनियों की संख्या कितनी है;

(ग) उक्त योजना के अंतर्गत ग्रामीण क्षेत्रों में वाई-फाई सेवाएं प्रदान करने हेतु इन कंपनियों को इंटरनेट सेवाएं प्रदान करने हेतु सरकार द्वारा किए गए प्रावधानों का ब्यौरा क्या है;

(घ) क्या सरकार इन कम्पनियों को सॉफ्टवेयर और हार्डवेयर प्रौद्योगिकी भी उपलब्ध करा रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ड.) यदि नहीं, तो इसके क्या कारण हैं?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) सरकार ने देश भर में सार्वजनिक वाई-फाई नेटवर्क के माध्यम से ब्रॉडबैंड सेवाओं के प्रसार में तेजी लाने के लिए 9 दिसंबर 2020 को पीएम-वाणी स्कीम को मंजूरी दी। राष्ट्रीय डिजिटल संचार नीति (एनडीसीपी) 2018 के उद्देश्यों के अनुरूप पीएम-वाणी फ्रेमवर्क का उद्देश्य एक मजबूत डिजिटल संचार अवसंरचना बनाना है। यह फ्रेमवर्क सार्वजनिक डेटा कार्यालयों (पीडीओ) को न्यूनतम विनियामक निरीक्षण के साथ सार्वजनिक डेटा कार्यालय एग्रीगेटर्स (पीडीओए) के एग्रीगेशन के तहत वाई-फाई हॉटस्पॉट स्थापित करने की अनुमति देता है, इस प्रकार स्थानीय उद्यमियों को डिजिटल ट्रांसफॉर्मेशन प्रक्रिया में भाग लेने के लिए प्रोत्साहित करता है। दिनांक 26.11.2025 की स्थिति के अनुसार, पीएम वाणी वाई-फाई हॉटस्पॉट की राज्य-वार कुल संख्या संलग्न **विवरण** में दी गई है।

(ख) पीएम वाणी स्कीम के तहत, ग्राहक को वाई-फाई सेवाएं सार्वजनिक डेटा कार्यालयों (पीडीओ) द्वारा उपलब्ध कराई जाती हैं जो पीडीओए (सार्वजनिक डेटा कार्यालय एग्रीगेटर) के एजेंट होते

हैं। दिनांक 26.11.2025 तक, वर्तमान में ऑन-बोर्ड पीडीओ (वाई-फाई हॉटस्पॉट) की कुल संख्या 3,91,599 है।

(ग) दूरसंचार विभाग ने पीएम वाणी के माध्यम से सार्वजनिक वाई-फाई एक्सेस पॉइंट के प्रसार से संबंधित प्रमुख मामलों के समाधान के लिए दिनांक 16.09.2024 को मौजूदा पीएम वाई-फाई एक्सेस नेटवर्क इंटरफेस (पीएम वाणी) फ्रेमवर्क में निम्नलिखित प्रमुख सुधारों की शुरुआत की है:

- पीडीओ (सार्वजनिक डेटा कार्यालयों) को एक नियमित एफटीटीएच कनेक्शन के माध्यम से पीएम वाणी प्रदान करने अनुमति दी गई थी जो उनकी लागत को कम करेगा।
- पीडीओ को व्यापक वाई-फाई हॉटस्पॉट बनाने के लिए इंटरनेट सेवा प्रदाताओं के लिए एक ही बैकहॉल में अपने मल्टीपल एक्सेस पॉइंट को एग्रीगेट करने की अनुमति दी गई थी।
- मौजूदा घर या व्यवसाय वाई-फाई एक्सेस पॉइंट को व्यापक पीएम- वाणी नेटवर्क में शामिल होने की अनुमति दी गई, जिससे उनके मौजूदा एक्सेस पॉइंट का उपयोग राजस्व के एक स्रोत के रूप में किया गया।
- पीडीओए के बीच रोमिंग की अनुमति दी गई थी ताकि एंड यूजर विभिन्न पीडीओए के पीएम- वाणी वाई-फाई हॉटस्पॉट के बीच आसानी से स्विच कर सकें।
- पीडीओ को मौजूदा दूरसंचार सेवा प्रदाताओं के साथ मिलकर मोबाइल डेटा ऑफलोड प्रदान करने की अनुमति दी गई थी।
- पीडीओए और ऐप प्रदाताओं को प्रयोक्ता की सहमति के बाद, संभावित पीएम-वाणी वाई-फाई प्रयोक्ताओं को कंटेंट, प्रचार और ब्रांडिंग संदेश भेजने की अनुमति दी गई थी।

इसके अलावा, ट्राई ने दिनांक 16.06.2025 को सार्वजनिक डेटा कार्यालयों के लिए रिटेल ब्रॉडबैंड कनेक्टिविटी के लिए टैरिफ से संबंधित एक दूरसंचार टैरिफ (71वां संशोधन) आदेश, 2025

जारी किया। इस आदेश में उल्लिखित है कि 200 एमबीपीएस तक की सभी रिटेल एफटीटीएच ब्रॉडबैंड योजनाओं को सार्वजनिक डेटा कार्यालयों (पीडीओ) को संबंधित उपभोक्ता ब्रॉडबैंड मूल्य के दोगुने से अनधिक टैरिफ पर प्रदान किया जाना चाहिए।

(घ) और (ङ) पीएम वाणी स्कीम के तहत, हार्डवेयर और सॉफ्टवेयर पीएम वाणी हितधारकों (पीडीओ, पीडीओए और ऐप प्रदाताओं) द्वारा खरीदे जाने हैं। हितधारकों द्वारा विकसित सोल्यूशन पीएम वाणी के अनुरूप होना चाहिए जो कि पीएम वाणी दिशा-निर्देशों के अनुसार सीडीओटी द्वारा प्रमाणित है।

विवरण

पीएम वाणी वाई-फाई हॉटस्पॉट की राज्य-वार कुल संख्या

क्र.सं.	राज्य	वाई-फाई हॉटस्पॉट की संख्या
1	अंडमान और निकोबार	275
2	आंध्र प्रदेश	6074
3	अरुणाचल प्रदेश	1017
4	असम	1063
5	बिहार	4086
6	चंडीगढ़	253
7	छत्तीसगढ़	2839
8	दिल्ली	198275
9	गोवा	430
10	गुजरात	11857
11	हिमाचल प्रदेश	936
12	हरियाणा	18131
13	झारखंड	1042
14	जम्मू और कश्मीर	2299
15	कर्नाटक	21834
16	केरल	4987
17	लद्दाख	601
18	लक्षद्वीप	1
19	महाराष्ट्र	33084

20	मेघालय	256
21	मणिपुर	21
22	मध्य प्रदेश	7592
23	मिजोरम	3
24	नागालैंड	78
25	ओडिशा	3040
26	पंजाब	3713
27	पुडुचेरी	89
28	राजस्थान	2891
29	सिक्किम	13
30	तेलंगाना	4284
31	तमिलनाडु	7501
32	त्रिपुरा	310
33	उत्तराखंड	980
34	उत्तर प्रदेश	47549
35	पश्चिम बंगाल	4195
	कुल	391599

SPECIAL TRAINS FOR FESTIVALS

483. SHRIMATI MALA ROY:

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

(a) the number of special trains run by the Railway Ministry for Bengal at the time of Durga Puja; and

(b) the number of special trains run for Bihar at the time of Chhath Puja during the last five years, year and route-wise?

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

(a) and (b) As the railway network straddles across State boundaries, trains services including special trains are introduced, as per network requirement, across such boundaries.

Indian Railways(IR) operates Special train services to supplement the accommodation available by regular trains and to facilitate travel of passengers during festivals, holidays, religious congregations etc. Accordingly, to facilitate the passengers during the festivals like Durga Puja, Diwali and Chhath, IR, have operated more than 12,300 Special trains during the period of 1st October 2025 to 30th November 2025.

Considering the demand, to facilitate travel during Durga Puja, Diwali and Chhath number, number of Special trains operated across the Indian Railways network have increased significantly over the years. The details are as below:

Year	No. of trips
2022	2614
2023	4480
2024	7990
2025	~12,300

ADDITIONAL TRAIN STOPPAGES FOR RAMANATHAPURAM DISTRICT

484. SHRI NAVASKANI K.:

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

(a) whether the Government proposes to take steps to ensure that trains passing through Ramanathapuram Railway Station, the district headquarters of

Ramanathapuram District and Paramakudi Railway Station, the most frequently used railway station in the district are provided stoppages at both stations and if so, the details thereof;

(b) the action taken by the Government in response to the continued requests made by public representatives to allow additional train stoppages at various railway stations including Ramanathapuram, Paramakudi, Narikudi, Mandapam and Thiruchuzhi; and

(c) whether the Government proposes to provide stoppages for Train Nos. 07355/07356 and 16621/16622 at Paramakudi Railway Station and if so, the details thereof?

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

(a) to (c) Presently, 32 services are catering to the needs of Ramanathapuram station while 27 services and 18 services are catering to the needs of Paramakkudi and Mandapam stations respectively. Similarly, Narikkudi and Tiruchchuli stations are being served by 2 services each.

07355/56 Hubballi-Ramanathapuram Special has scheduled stoppage at Manamadurai, near Paramakkudi.

Besides, provision of stoppages of train services depend on the traffic justification, operational feasibility including availability of extra time on the section & availability of matching infrastructure such as Platform length etc.

Further, proposals/ requests/ suggestions/ representations, both formal and informal inter alia for provision of stoppages 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.

AMENDMENT TO MINERAL (AUCTION) RULES, 2015

485.SHRI YOGENDER CHANDOLIA:

SHRI NARAYAN TATU RANE:

SHRIMATI SHOBHANABEN MAHENDRASINH BARAIYA:

SHRI HASMUKHBHAI SOMABHAI PATEL:

SHRI MITESH PATEL (BAKABHAI):

SHRI DINESHBHAI MAKWANA:

SHRI BIDYUT BARAN MAHATO:

SHRI CHANDAN CHAUHAN:

DR. BHOLA SINGH:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

SHRI KHAGEN MURMU:

DR. RAJESH MISHRA:

SHRI BUNTY VIVEK SAHU:

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

- (a) the rationale behind the recent amendments to the Mineral (Auction) Rules, 2015 introducing intermediate timelines to promote faster operationalization of mines and the likely impact of these amendments on the auctioned / proposed mineral blocks located in Chhindwara district of Madhya Pradesh;
- (b) the key milestones and corresponding timelines prescribed for mining leases

and composite license blocks as per the amended rules and the special monitoring mechanisms established for mining areas in Chhindwara district to ensure adherence to these timelines;

(c) the details of the incentives and penalties applicable for the early commencement or delay in production under the amended rules;

(d) the expected impact of the said reforms on the timely operationalization of auctioned mineral blocks, the increase in mineral production as well as local employment and industrial development particularly in Chhindwara district;

(e) whether any new coal blocks have been allotted in Singrauli or Sidhi district;

(f) if so, the details thereof; and

(g) whether the Union Government proposes mechanisms to assist States like Uttar Pradesh in operationalising minor mineral blocks that supply construction raw materials to districts such as Bulandshahr and if so, the details thereof?

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

(a) The Ministry of Mines has amended the Mineral (Auction) Rules, 2015 with effect from 17.10.2025 whereby intermediary timelines have been introduced in the Rules in order to fast-track the operationalization of auctioned mineral blocks. These timelines are applicable for all auctioned blocks including those located in Chhindwara district of Madhya Pradesh.

(b) The key milestones and corresponding timelines prescribed for mining leases and composite license blocks as per the amended rules are given in the enclosed **Statement-I**.

As per the amended Rules, the State Governments are required to

constitute a committee under the chairmanship of the Director, Directorate of Mines and Geology of the State Government (by whatever name called) with members from the Indian Bureau of Mines, and Revenue Department, Forest Department, Environment Department and such other concerned Department of the State Government to take a decision as to whether delay or non-compliance is attributable to the preferred bidder after giving reasonable opportunity of being heard to such bidder. This mechanism is applicable for all auctioned blocks including those located in Chhindwara district of Madhya Pradesh.

(c) The Rules provide for appropriation of 1% of the performance security for delay (attributable to the bidder) of each month or a part of month beyond the above timelines. The Rules also provide for adjustment of the appropriated amount, if any, against the auction premium payable, if the final milestone is achieved within the stipulated overall timeframe. Further, the Rules also provide for reduction in the amount of second installment of the upfront payment by 5% for the delay of each month or a part of month by the State Government in issuing the letter of intent to the preferred bidder beyond the stipulated time.

Further, an incentive has been provided for early commencement of production from the auctioned mines. The lessee is required to pay only 50% of the auction premium for the mineral produced, within five years from the date of issue of letter of intent for grant of mining lease or within seven years from the date of issue of letter of intent for grant of composite licence.

(d) The intermediary timelines provide a mechanism to monitor progress of operationalization of auctioned mines across various stages from issuance of

the letter of intent till execution of the mining lease. These timelines are meant to ensure faster operationalization of the mines, thereby, increasing mineral production significantly as well as local employment and industrial development including in Chhindwara district.

(e) and (f) As per the information received from Ministry of Coal, a total of nine coal blocks have been allotted in Singrauli district under the commercial auctions from June, 2020 onwards. The details of these blocks are given in the enclosed

Statement-II.

(g) As per Section 15 of the Mines and Minerals (Development and Regulation) Act, 1957, the State Governments are empowered to make rules for regulating the grant of quarry leases, mining leases or other mineral concessions in respect of minor minerals and for purposes connected therewith. The complete administration and regulation of minor minerals vests with the State Governments.

STATEMENT-I

Key milestones and corresponding timelines prescribed for mining leases and composite license blocks as per the amended rules

For Mining Lease:

Sl. No.	Milestone	Timeline
1	Approval of mining plan	Within 6 months from issue of letter of intent for mining lease
2	Grant of environment clearance	Within 18 months from the completion of Milestone – 1
3	Execution of mining lease	Within 12 months from the completion of Milestone - 2

For Composite Licence:

Sl. No.	Milestone	Timeline
1	Execution of composite licence	Within 12 months from letter of intent for composite licence
2	Completion of at least G2 level of prospecting in the entire licenced area in accordance with the Minerals (Evidence of Mineral Contents) Rules, 2015 and submission of report of prospecting operations to Indian Bureau of Mines and State Government	Within 36 months from the completion of Milestone-1
3	Approval of mining plan	Within 6 months from issue of letter of intent for mining lease
4	Grant of environment clearance	Within 18 months from the completion of Milestone-3
5	Execution of mining lease	Within 12 months from the completion of Milestone-4

STATEMENT-II**Coal blocks allotted in Singrauli district under the commercial auctions**

Sl. No.	Mine	Successful Bidder	CMSP Act / MMDR Act	Date of allocation
1	Dhirauli	Stratatech Mineral Resources Private Limited	MMDR Act	03.03.2021
2	Bandha	EMIL Mines and Mineral Resources Limited	MMDR Act	03.03.2021

3	Gondbhaera Ujheni East	MP Natural Resources Private Limited	MMDR Act	10.10.2022
4	Bandha North	Jaiprakash Power Ventures Limited	MMDR Act	12.12.2022
5	Marki Barka	Birla Corporation Limited	CMSP Act	17.01.2023
6	Gondbahera Ujheni	MP Natural Resources Private Limited	MMDR Act	08.06.2023
7	Mara II Mahan	Mahan Energen Ltd	CMSP Act	01.08.2024
8	Mahan	JK Cement Ltd.	CMSP Act	18.12.2024
9	Sarai East (South)	ACC Ltd	MMDR Act	04.02.2025

TAMIL LANGUAGE DATASETS

486. THIRU DAYANIDHI MARAN:

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

(a) whether the Government has created or funded Indian-language AI datasets under the India AI Mission for National Language Processing (NLP) speech recognition, machine translation and content moderation and if so, the status and availability of such datasets and the funds allocated for the same itemised language-wise;

(b) the funds allocated and actually utilised for developing these datasets during each of the last five years by language-wise including the details of implementing agencies;

(c) whether the Government proposes to create dedicated, high-quality datasets

in Tamil including spoken variants to improve AI accuracy, safety and moderation in Tamil digital ecosystems and if so, the details specific steps taken, timelines and budgetary support provided thereof;

(d) whether any consultations have been held with Tamil linguistic experts, universities or research institutions to guide the development of such datasets and if so, the details thereof; and

(e) the total amount of funds budgeted, allocated, sanctioned and spent on tamil language datasets?

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

(a) to (e) India's AI strategy is based on the Hon'ble Prime Minister's vision to democratize the use of technology. It aims to address India centric challenges and create opportunities for all Indians.

IndiaAI Mission:

It is a strategic initiative to establish a robust and inclusive AI ecosystem aligned with India's development goals through the seven pillars — IndiaAI Compute, AIKosh, IndiaAI Foundation Models, IndiaAI FutureSkills, Startup Financing, Application Development and Safe & Trusted AI.

Around 275 datasets have been uploaded on AIKosh. This includes 100+ Tamil language datasets contributed by leading organisations.

The IndiaAI Mission supports the creation and funding of Indian-language AI datasets for various use cases including NLP, speech, translation and content

moderation.

Mission BHASHINI:

Mission BHASHINI under the Digital India Programme enables multilingual digital access by developing AI-powered speech and text technologies for Indian languages. It functions as the official repository under the National Language Translation Mission (NLTM).

BHASHINI has been developed through a national collaboration of over 70 research partner institutes. It hosts a repository of over **350 AI-based language models** and offers **22+ specialized language services**. It offers Automatic Speech Recognition (ASR), Machine Translation (MT), Text-to-Speech (TTS), Optical Character Recognition (OCR), and Transliteration.

- Dataset corpus includes:

- Ø 246 million parallel sentence pairs

- Ø 3.7 million monolingual text entries

- Ø 14,000 hours of ASR audio

- Ø 2.5 million OCR image samples

- Ø 476 hours of TTS audio

- Ø 20.56 million transliteration entries across Indic languages

All datasets and models are publicly accessible via the BHASHINI platform or through the Digital India BHASHINI Division account on the AIKosh platform.

Dedicated datasets for Indian languages including Tamil and spoken variants have been created. For ASR, transcribed speech datasets and trained

models are available for 22 scheduled Indian languages, including Tamil, contributed by A14Bharat at IIT Madras.

The Tamil datasets include parallel and monolingual corpora, ASR (labelled/unlabelled), TTS, OCR, transliteration, terminology, **NER (Named Entity Recognition)** and glossary resources, publicly accessible through the BHASHINI and AIKosh platforms.

Development work has been carried out with linguistic experts, research and academic partners, through structured consultation.

A total fund of INR 47 crore was allocated for building datasets for 22 scheduled Indian languages across Translation, Speech Recognition, Speech Synthesis and OCR activities, and the entire amount has been fully utilised.

STPI INCUBATION CENTRE

487. SHRIMATI DAGGUBATI PURANDESWARI:

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

- (a) the national strategy for developing 'Software Technology Parks of India' (STPI) in Tier-2 and Tier3 cities;
- (b) the performance of the 'STPI' centres in Andhra Pradesh particularly in Visakhapatnam, Vijayawada and Kakinada;
- (c) whether the Government is aware of the growing 'IT/ITeS' ecosystem in Rajahmundry and the demand for an 'STPI Incubation Centre';
- (d) the status of any proposal of the Government to establish an 'STPI' centre or

a 'Centre of Excellence' for 'emerging technologies' (like AI in agriculture) in Rajahmundry; and

(e) the steps to support Business Process Outsourcing (BPOs) and Knowledge Process Outsourcing (KPOs) in setting up operations in Rajahmundry to create local employment?

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) Government of India is actively promoting the growth of the IT sector across the country, including Tier-2 and Tier-3 cities. The performance of this sector over the last 5 years and estimates for 2024-25 are mentioned below:

(in billion dollars)

	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25(E)
Export revenue	147	152	178	194	199.5	224.4
Domestic revenue	44	45	49	51	54.4	58.2
Total Revenue	191	196	227	245	254	282.6
Y-o-Y growth	7.90%	2.09%	15.50%	7.90%	3.70%	11.25%

(E) = Estimate

Source: NASSCOM

Software Technology Park of India (STPI) is an important initiative to expand the IT/ITES sector beyond major cities in India. 68 STPI centres have been established across the country, of which 60 are located in Tier-2 & Tier-3 cities.

The overall exports from STPI registered units for FY 2024-25 is estimated at ₹10.69 lakh crore. 24 Centres of Entrepreneurship (CoEs) have been established by STPI across India supporting 1000 startups.

The performance of STPI centres in Andhra Pradesh for FY 2024-25 is mentioned below:

STPI Centre	Number of STP units	Exports (in Rs. Crores)
Visakhapatnam	52	5072.45
Vijayawada	23	208
Kakinada	15	77.52
Tirupati	7	73.29

Further, 188 startups have been supported in Andhra Pradesh through Next Generation Incubation Scheme and Center of Entrepreneurship at Visakhapatnam.

The Government is aware of the growing IT/ITeS activity in Andhra Pradesh including Rajahmundry. However, no proposal has been received by MeitY for establishing an STPI Centre or Centre of Excellence in Rajahmundry.

The India BPO Promotion Scheme (IBPS) has concluded but the government of India continues to encourage BPO/KPO expansion by enabling conducive policy frameworks, infrastructure support and capacity-building initiatives .

5G DEPLOYMENT IN RURAL AREAS

488. SHRI SOUMENDU ADHIKARI:

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

(a) whether it is a fact that Government has granted permission for 5G deployment in rural India with 5G technology and phased rollout strategies, aiming to provide faster internet for applications like precision agriculture, remote education and telemedicine; and

(b) if so, the details of technological support and plan, which will help the entire country with economic and socio benefits through phased approach for transforming India into new heights therefor?

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

(a) 5G networks have been rolled out by Telecom Service Providers in all States/ UTs across the country and presently 5G services are available in 99.9% of districts in the country. As on 31st Oct 2025, 5.08 lakh 5G Base Transceiver Stations (BTSs) have already been installed in the country and these BTSs also support provision of the faster internet for applications like precision agriculture, remote education and telemedicine etc.

(b) Government has taken several initiatives for proliferation of 5G services, which, inter alia, include the following:

- i. Auction of spectrum for 5G mobile services in 2022.
- ii. Financial reforms to rationalize Adjusted Gross Revenue (AGR), Bank Guarantees (BGs) and interest rates.
- iii. Removal of Spectrum Usage Charges for spectrum acquired in auction of 2022 and thereafter.

- iv. Simplification of procedure for SACFA (Standing Advisory Committee on Radio Frequency Allocations) clearance.
- v. Launch of GatiShakti Sanchar portal and RoW (Right of Way) Rules to streamline RoW permissions and clearance of installation of telecom infrastructure.
- vi. Time-bound permission for use of street furniture for installation of small cells and telecommunication line.
- vii. Established 100 5G labs at academic institutions across India for development of various socioeconomic 5G use cases and capacity building for building a 6G ready academic and start- up ecosystem in the country.

बिलासपुर मण्डल में नई रेलवे लाइनें

489. श्री चिन्तामणि महाराज:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) विगत दो वर्षों और चालू वर्ष के दौरान दक्षिण पूर्व मध्य रेलवे, बिलासपुर मण्डल द्वारा नई रेलवे लाइनों हेतु अंतिम स्थान के लिए किए गए सर्वेक्षण की वर्तमान स्थिति और तत्संबंधी वर्ष-वार ब्यौरा क्या है;
- (ख) क्या रेलवे ने उक्त अवधि के दौरान नई रेलवे लाइन बिछाने के लिए कोई लक्ष्य निर्धारित किया था और यदि हां, तो तत्संबंधी ब्यौरा क्या है और उक्त लक्ष्यों को किस प्रकार हासिल किया गया है; और
- (ग) रेलवे द्वारा अंबिकापुर से गुजरने वाली सर्वेक्षण की गई रेलवे लाइनों की मंजूरी 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 (ग) अंबिकापुर से संपर्कता में सुधार लाने के लिए निम्नलिखित सर्वेक्षण/कार्य स्वीकृत किए गए हैं:

क्र. सं.	परियोजना का नाम	कि.मी.	स्थिति
1	बोरिडांड-अंबिकापुर (सुरजपुर) दोहरीकरण	80	कार्य शुरू कर दिया गया है।
2	अंबिकापुर-रामानुजगंज-बरवाडीह नई लाइन और रामानुजगंज से गढ़वा रोड तक सहायक लाइन	262	विस्तृत परियोजना रिपोर्ट तैयार कर ली गई है।
3	सरडेगा-पत्थलगांव-अंबिकापुर नई लाइन	218	विस्तृत परियोजना रिपोर्ट तैयार कर ली गई है।

छत्तीसगढ़

हाल के वर्षों में बजट आवंटन में उल्लेखनीय वृद्धि हुई है। छत्तीसगढ़ राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा संबंधी कार्यों हेतु बजट आवंटन का विवरण निम्नानुसार है:

अवधि	परिव्यय
2009-14	311 करोड़ रु./प्रति वर्ष
2025-26	6,925 करोड़ रु. (22 गुना से अधिक)

वर्ष 2009-14 और 2014-25 के दौरान छत्तीसगढ़ राज्य में पूर्णतः/अंशतः पड़ने वाली नए रेलपथ के कमीशन होने/बिछाने का ब्यौरा निम्नानुसार है:

अवधि	कमीशन की गई लंबाई	कमीशन की गई औसत लंबाई
2009-14	32 कि.मी.	6.4 किमी/वर्ष
2014-25	1189 कि.मी.	108.1 किमी/वर्ष (15 गुना से अधिक)

01.04.2025 की स्थिति के अनुसार, छत्तीसगढ़ राज्य में पूर्णतः/अंशतः पड़ने वाली 31,619 करोड़ रुपए की लागत वाली कुल 1,931 किलोमीटर लंबाई की 26 रेल परियोजनाएं (06 नई लाइन और 20 दोहरीकरण) स्वीकृत की गई हैं, जिनमें से मार्च, 2025 तक 1023 किलोमीटर लंबाई को कमीशन कर दिया गया है और 16,325 करोड़ रुपए का व्यय किया गया है। कार्य की संक्षिप्त स्थिति निम्नानुसार है:

कोटि	परियोजनाओं की संख्या	कुल लंबाई नई लाइन/ आमान परिवर्तन/ दोहरीकरण (कि.मी. में)	मार्च, 2025 तक कमीशन की गई लंबाई (कि.मी. में)	मार्च, 2025 तक कुल व्यय (करोड़ रु. में)
नई लाइन	6	609	184	6154
दोहरीकरण/मल्टीट्रैकिंग	20	1323	839	10171
कुल	26	1931	1023	16325

पिछले 3 वर्षों अर्थात् (2022-23, 2023-24, 2024-25 और चालू वित्त वर्ष अर्थात् 2025-26) में, दक्षिण पूर्व मध्य रेलवे में अंबिकापुर सहित 3901 कि.मी. लंबी नई रेल लाइन के 26 सर्वेक्षणों को स्वीकृत किया गया है।

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

- अनुमानित यातायात पूर्वानुमान और प्रस्तावित मार्ग की लाभप्रदता
- परियोजना द्वारा प्रदान की गई पहली और अंतिम मील कनेक्टिविटी
- अनुपलब्ध कड़ियों को जोड़ना और अतिरिक्त मार्ग प्रदान करना
- भीड़-भाड़ वाली/संतृप्त लाइनों का विस्तार
- राज्य सरकारों/केंद्रीय मंत्रालयों/सार्वजनिक प्रतिनिधियों द्वारा की गई मांगें
- रेलवे की अपनी परिचालन संबंधी आवश्यकताएँ

- सामाजिक-आर्थिक महत्व
- निधियों की कुल उपलब्धता

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

- भूमि अधिग्रहण
- वन संबंधी मंजूरी
- बाधक जनोपयोगी सुविधाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक मंजूरियाँ
- क्षेत्र की भू-वैज्ञानिक और स्थलाकृतिक स्थिति
- परियोजना स्थल के क्षेत्र में कानून और व्यवस्था की स्थिति
- विशिष्ट परियोजना स्थल के लिए वर्ष में कार्य करने वाले महीनों की संख्या आदि

ये सभी कारक परियोजना(ओं) के पूरा होने के समय और लागत को प्रभावित करते हैं।

NUCLEAR MISSION

490. **ADV. GOWAAL KAGADA PADAVI:** **DR. PRASHANT YADAORAO PADOLE:**

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

- (a) whether the Government has launched the 'Nuclear Mission' in the Union Budget 2025-26 with an allocation of Rs. 20,000 crore for R&D in Small Modular Reactors (SMRs) targeting at least five indigenously designed operational SMRs by 2033 and if so, the details thereof;
- (b) the number of SMR projects which have been sanctioned so far and the quantum of funds released during the current year;

- (c) whether any of these SMR projects are proposed to be located in Maharashtra or nearby regions including in tribal or backward districts and if so, the details thereof;
- (d) the steps taken/being taken to streamline regulatory clearances, land and utility access for SMR deployment in remote/underserved areas;
- (e) the manner in which the Government plans to integrate these SMRs into the national-grid and coordinate with the Ministry of Power and State Governments on grid-connectivity and local employment; and
- (f) the timeline by which the first indigenously designed SMR is expected to achieve grid-connection and the monitoring framework for its performance?

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

- (a) and (b) Yes, Under the Nuclear Energy Mission announced in the Union Budget 2025–26, a total budgetary provision of ₹20,000 crore has been made for the design, development, and deployment of Small Modular Reactors (SMRs). This allocation is aimed at supporting India's objective of developing and operationalizing at least five indigenously designed SMRs by 2033.

As part of this initiative, BARC has already undertaken design and development work on SMRs namely,

1. 200 MWe Bharat Small Modular Reactor (BSMR-200),
2. 55 MWe Small Modular Reactor (SMR-55), and
3. Up to 5 MWth High temperature gas cooled reactor meant for hydrogen generation.

BSMR-200 is in advanced stage of obtaining financial and administrative sanction.

(c) and (d) BSMR-200 and SMR-55 are proposed to be constructed at DAE site located at Tarapur, Dist. Palghar, Maharashtra. The proposed site for demonstration reactor is not a remote / underserved areas.

(e) These plants have to be taken as captive power plants in energy intensive sectors. Indigenous efforts for construction of small modular reactor are likely to create employment for skilled and unskilled manpower for construction, fabrication, installation and commissioning activities at SMRs sites. Subsequently manpower will be required to support operation & maintenance of SMRs which is likely to engage locals in sustained manner.

(f) The lead units of indigenous SMRs are expected to be operational in 60 to 72 months after receipt of administrative and financial sanctions. Proposed SMRs are demonstration units. Its performance will be monitored continuously by designers / regulators for further improvements

SPECIAL TRAINS FOR AYYAPPA SWAMY PILGRIMS

491. SHRI PUTTA MAHESH KUMAR:

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

- (a) whether the Government proposes to start operation of a Special Trains from Visakhapatnam/ Kakinada to Chengannur (Sabarimala) during the Mandala-Makaravilakku season to facilitate the travel of Ayyappa Swamy devotees from Andhra Pradesh;
- (b) if so, the details thereof along with the present status of such trains;
- (c) whether the Government has examined the feasibility of introducing such special trains in South Central Railway during the pilgrimage season in view of the heavy rush of devotees; and
- (d) if so, the steps being taken by the Government to ensure adequate train connectivity and also safe and comfortable travel facilities for Ayyappa Swamy pilgrims from Andhra Pradesh to Sabarimala?

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

- (a) to (d) As the railway network straddles across State boundaries, trains services including special trains are introduced, as per network requirement, across such boundaries.

Indian Railways(IR) operates Special train services to supplement the accommodation available by regular trains and to facilitate travel of passengers during festivals, holidays, religious congregations etc. Accordingly, to facilitate the passengers travel to Sabarimala during the Mandala-Makara Vilakku Pooja,

IR has notified around 200 trips of Special trains from South Central Railway and East Coast Railway which includes 20 trips of special trains serving Visakhapatnam and 18 trips of special trains serving Kakinada.

MANDATORY COUNTRY-OF-ORIGIN FILTERS ON E-COMMERCE PLATFORMS

492. SHRI B. MANICKAM TAGORE:

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

- (a) whether the Government has formally proposed mandatory country-of-origin filters on ecommerce platforms for packaged commodities;
- (b) if so, the details thereof and if not, the reasons for consumer transparency being ignored;
- (c) whether the proposed Draft Legal Metrology (Packaged Commodities) (Second) Amendment Rules, 2025, amend the 2011 regulations to require display of country-of-origin for imported products and if so, the details thereof along with rationale behind it and if not, the reasons for online shoppers being kept in the dark about product origins;
- (d) whether the Government clarify the manner in which these filters will enable consumers to make informed purchasing decisions and if so, the expected benefits thereof and if not, the reasons for consumer empowerment being neglected; and
- (e) whether the proposed filters designed to promote 'Atmanirbhar Bharat'

and 'Vocal for Local' by making Indian products more visible and if so, the implementation details thereof and if not, the reasons for domestic manufacturing being sidelined?

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) Under Rule 6(10) of the Legal Metrology (Packaged Commodities) Rules, 2011, it is mandatory for e-Commerce entities to display on the digital/electronic network, the declarations which includes Name and address of the manufacturer/ packer/ importer; Country of origin; Common or generic name of the commodity; Net quantity; Best before/ use by date, month and year for the commodities which may become unfit for human consumption and MRP. This requirement is aimed at ensuring transparency and enabling consumers to make informed purchase decisions.

In furtherance of consumer empowerment, the Department has finalised the Draft Legal Metrology (Packaged Commodities) (Second) Amendment Rules, 2025 providing for display of country of origin in a more consumer-friendly way by facilitating easy identification and comparison of imported products on e-commerce platforms.

INTERNET CONNECTIVITY IN VILLAGE OF MAHARASHTRA

493. DR. NAMDEO KIRSAN:

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

- (a) whether the Government is aware that despite its campaign of Digital India, several villages in the country do not possess internet connectivity and the ones which possess, have extremely poor internet speeds;
- (b) if so, the details thereof and the reaction of the Government thereto;
- (c) the number of villages which do not have internet connectivity in the country, especially in Maharashtra, State-wise and district-wise;
- (d) the expected time limit by which each and every village in the country is expected to get high-speed internet connectivity; and
- (e) the measures being taken to improve the poor internet speed provided to the village?

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

(a) to (e) As on 31.10.2025, out of 6,44,131 villages (village data as per Registrar General of India) 6,30,949 villages have internet connectivity. The State-wise details are given in the enclosed **Statement-I**.

In State of Maharashtra, out of 43,931 villages, 42,713 villages have internet connectivity. The district wise details are given in the enclosed **Statement-II**.

Mobile coverage for any uncovered inhabited villages is provided by the Telecom Service Providers (TSPs) based on the techno-commercial viability. Government is implementing various schemes under Digital Bharat Nidhi for expansion of internet connectivity through installation of 4G mobile towers in the rural and remote areas of the country. In addition, BharatNet project is being

implemented in a phased manner to provide broadband connectivity such as Wi-Fi Hotspots, Fibre to the Home (FTTH) connections etc. to all the Gram Panchayats (GPs) and villages on demand basis.

STATEMENT-I

State-wise Mobile coverage status as on 31.10.2025

S.No.	State/UT	Total No. of villages as per RGI data Nov-2019	No. of villages having internet connectivity
1	Andaman & Nicobar Islands	559	341
2	Andhra Pradesh	17328	16652
3	Arunachal Pradesh	5993	4326
4	Assam	26429	26212
5	Bihar	44888	44836
6	Chandigarh	0	0
7	Chhattisgarh	20072	19095
8	DNH & DD	95	95
9	Goa	392	349
10	Gujarat	18425	18201
11	Haryana	6640	6638
12	Himachal Pradesh	20852	20097
13	J&K	6474	6185
14	Jharkhand	32370	31934
15	Karnataka	29818	29235
16	Kerala	1438	1438
17	Ladakh	243	228
18	Lakshadweep	27	27
19	Maharashtra	43931	42713
20	Manipur	2612	2387
21	Meghalaya	7100	6838

22	Mizoram	867	804
23	Madhya Pradesh	55058	53860
24	Nagaland	1535	1210
25	NCT of Delhi	55	55
26	Odisha	51176	49037
27	Puducherry	96	96
28	Punjab	12534	12494
29	Rajasthan	46077	45403
30	Sikkim	461	445
31	Tamil Nadu	16488	16452
32	Telangana	10203	9813
33	Tripura	937	926
34	Uttar Pradesh	105531	105343
35	Uttarakhand	16456	16225
36	West Bengal	40971	40959
	Total	644131	630949

STATEMENT-II

**District-wise Mobile coverage status in state of Maharashtra as on
31.10.2025**

S.No.	Name of District	Total No. of villages as per RGI data Nov- 2019	No. of villages having internet connectivity
1	Ahmadnagar	1586	1572
2	Akola	972	958
3	Amravati	1981	1859
4	Aurangabad	1361	1350
5	Bhandara	885	866
6	Bid	1371	1355
7	Buldana	1438	1407
8	Chandrapur	1775	1726

9	Dhule	720	711
10	Gadchiroli	1646	1450
11	Gondiya	934	893
12	Hingoli	708	704
13	Jalgaon	1524	1505
14	Jalna	965	963
15	Kolhapur	1250	1222
16	Latur	943	942
17	Nagpur	1900	1850
18	Nanded	1663	1639
19	Nandurbar	960	889
20	Nashik	1928	1885
21	Osmanabad	739	735
22	Palghar	904	904
23	Parbhani	843	837
24	Pune	1882	1825
25	Raigarh	2008	1967
26	Ratnagiri	1538	1422
27	Sangli	724	719
28	Satara	1771	1712
29	Sindhudurg	746	692
30	Solapur	1159	1152
31	Thane	816	806
32	Wardha	1382	1359
33	Washim	782	775
34	Yavatmal	2127	2062
	Total	43931	42713

मेरठ में नई रेलवे लाइनें

494. श्री अरुण गोविल:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार उत्तर प्रदेश के मेरठ लोक सभा निर्वाचन क्षेत्र में नई रेलवे लाइनों का निर्माण कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या सरकार को इस बात की जानकारी है कि वर्तमान में उक्त नई रेलवे लाइनों पर निर्माण कार्य बहुत धीमी गति से चल रहा है और यदि हां, तो इसके क्या कारण हैं; और
- (ग) क्या सरकार ने उक्त परियोजनाओं को पूरा करने के लिए कोई समय-सीमा तय 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) रेल परियोजनाओं के सर्वेक्षण/स्वीकृति/निष्पादन क्षेत्रीय रेल-वार किए जाते हैं न कि राज्य-वार/निर्वाचन क्षेत्र-वार क्योंकि रेल परियोजनाएं राज्यों की सीमाओं के आर-पार फैली हो सकती हैं। रेल परियोजनाओं को लाभप्रदता, यातायात अनुमानों, अंतिम छोर संपर्कता, मिसिंग लिंक और वैकल्पिक मार्गों, संकुलित/संतृप्त लाइनों के संवर्धन, राज्य सरकारों, केन्द्रीय मंत्रालयों, संसद सदस्यों, अन्य जनप्रतिनिधियों द्वारा उठाई गई मांगों, रेलवे की परिचालनिक आवश्यकताओं, सामाजिक-आर्थिक महत्व आदि के आधार पर स्वीकृत किया जाता है जो चालू परियोजनाओं के थ्रो-फॉरवर्ड और निधियों की समग्र उपलब्धता पर निर्भर करता है।

मेरठ क्षेत्र में कनेक्टिविटी को बेहतर बनाने के लिए, मेरठ-मुजफ्फरनगर (55.47 कि.मी.) के बीच दोहरीकरण का काम हाल ही में पूरा हो गया है।

कोयला क्षेत्र में सुधार

495. श्री नारायण तातू राणे:

श्री भर्तृहरि महताब:

श्रीमती हिमाद्री सिंह:

श्री बलभद्र माझी:

श्री मनोज तिवारी:

डॉ. विनोद कुमार बिंद:

श्री शिवमंगल सिंह तोमर:

डॉ. भोला सिंह:

श्री बंटी विवेक साहू:

श्री शंकर लालवानी:

श्री मुकेशकुमार चंद्रकांत दलाल:

श्री धवल लक्ष्मणभाई पटेल:

क्या कोयला मंत्री यह बताने की कृपा करेंगे कि:

(क) जीएसटी परिषद की 56वीं बैठक के दौरान कोयला क्षेत्र के लिए शुरू किए गए सुधारों का ब्यौरा क्या है;

(ख) मध्य प्रदेश के छिंदवाड़ा जिले में चल रहे/प्रस्तावित कोयला संबंधी कार्यकलापों (खनन, परिवहन और कोयला आधारित उद्योग) पर उक्त सुधारों का क्या प्रभाव पड़ेगा;

(ग) उक्त सुधारों ने कोयला ग्रेडों पर कर के बोझ को किस प्रकार युक्तिसंगत बनाया है और ताप विद्युत संयंत्रों, सीमेंट उद्योगों तथा स्थानीय औद्योगिक उपभोक्ताओं के लिए, विशेषकर छिंदवाड़ा जिले में विद्युत की समग्र उत्पादन लागत को किस प्रकार कम किया है;

(घ) आत्मनिर्भर भारत विजन के अंतर्गत घरेलू कोयला उत्पादकों और आयात प्रतिस्थापन, विशेषकर छिंदवाड़ा जिले से कोयला प्राप्त करने वाले उपभोक्ताओं और उद्योगों पर उक्त सुधारों का अपेक्षित प्रभाव क्या होगा;

(ड.) क्या उक्त सुधारों ने कोयला कंपनियों की नकदी को तरल बनाया है तथा पहले से विद्यमान उलटे टैरिफ ढांचे का समाधान किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(च) उत्तर प्रदेश के बुलंदशहर जिले को बिजली आपूर्ति करने वाली विद्युत-वितरण कंपनियों को क्या अनुमानित लाभ होंगे?

कोयला मंत्री; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) जीएसटी परिषद की 56वीं बैठक में कोयला क्षेत्र के संबंध में किए गए सुधार निम्नानुसार हैं:

- i. कोयले पर 400 रुपये प्रति टन का जीएसटी मुआवजा उपकर समाप्त कर दिया गया है।
- ii. कोयले पर जीएसटी दर को 5% से बढ़ाकर 18% कर दिया गया है।

(ख) और (ग) कोयले पर जीएसटी सुधार पूरे देश में समान रूप से लागू होते हैं और किसी जिला विशेष के लिए कोई परिवर्तन नहीं किया गया है। जीएसटी में संशोधन से कोयले की विभिन्न श्रेणियों में कर भार का युक्तिकरण किया गया है, क्योंकि पिछली जीएसटी व्यवस्था में निम्न श्रेणी के कोयले और कम मूल्य वाले कोयले पर अधिक प्रभावी कर लगता था। जीएसटी में परिवर्तन के साथ, कोयले की श्रेणी में कर भार को एक समान करके युक्तिसंगत बनाया गया है। विद्युत क्षेत्र को आपूर्ति की जाने वाले कोयले की श्रेणियों में कोयला मूल्यों में औसतन लगभग 260 रुपये प्रति टन की कमी हुई है, जिससे उत्पादन लागत में 17 से 18 पैसे प्रति किलो वाट की कमी होने की संभावना है। सीमेंट और अन्य स्थानीय उद्योगों पर जीएसटी सुधारों का प्रभाव उनके द्वारा खपत किए गए कोयले की श्रेणी पर निर्भर करता है।

(घ) इन जीएसटी सुधारों ने कोयले पर करों को युक्तिसंगत बनाया है और घरेलू कोयला उत्पादकों के प्रचालन और वित्तीय व्यवहार्यता को बढ़ाया है। 400 रुपये प्रति टन के जीएसटी मुआवजा उपकर हटाने से घरेलू कोयले को आयातित कोयले से अधिक प्रतिस्पर्धी बना दिया गया है, जिससे आयात कोयला आधारित संयंत्रों और अन्य उपभोक्ताओं को सस्ता घरेलू कोयला प्राप्त करने के लिए प्रोत्साहित किए जाने की संभावना है जिससे आत्मनिर्भर भारत और आयात प्रतिस्थापन पहल में योगदान मिलेगा।

(ङ) और (च) पूर्व में, कोयला कंपनियों ने अपनी इनपुट सेवाओं या इनपुट पर 5% से 28% तक जीएसटी का भुगतान किया था, जबकि कोयले पर आउटपुट जीएसटी दर केवल 5% थी, जिसके परिणामस्वरूप अप्रयुक्त इनपुट टैक्स क्रेडिट (आईटीसी) का संचय होता था। कोयले पर आउटपुट जीएसटी दर को 18 प्रतिशत तक बढ़ाकर, आउटपुट और इनपुट टैक्स दरों के अनुरूप इन्वर्टेड शुल्क संरचना को ठीक किया गया है, और अप्रयुक्त इनपुट टैक्स क्रेडिट में बड़ी मात्रा में अवरुद्ध लिक्विडिटी को निर्मुक्त किया गया है। कोयला आधारित विद्युत उत्पादन की कम लागत के कारण विद्युत-वितरण कंपनियों के लिए विद्युत खरीद लागत कम हो जाएगी।

COMPLIANCES OF SOLAR PLANTS

496. SHRI PRABHAKAR REDDY VEMIREDDY:

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

- (a) whether it is true that setting up of a standalone solar plant require 2,735 compliances-almost 40 percent labour- related;
- (b) if so, the details thereof and the reasons therefor; and
- (c) the policy, administrative and legislative measures being taken by the Government to bring down this compliance to reduce the burden?

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) Compliance requirements vary widely depending on project location, capacity, and applicable Central and State regulations relevant to land, environmental, electrical safety, and labour laws as applicable in the respective jurisdiction.

This Ministry, in consultation with the National Solar Energy Federation of India (NSEFI), has identified that a total of 116 approvals/permits including general approvals applicable across sectors, are required for utility-scale solar projects.

विद्युत उत्पादन में परमाणु ऊर्जा का हिस्सा

497. श्रीमती मंजू शर्मा:

क्या **प्रधानमंत्री** यह बताने की कृपा करेंगे कि :-

- (क) देश में कुल विद्युत उत्पादन में परमाणु ऊर्जा का वर्तमान हिस्सा कितना है;

(ख) क्या सरकार ने उक्त ऊर्जा को दोगुना करने के लिए कोई व्यापक योजना बनाई है;

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) यदि नहीं, तो इसके क्या कारण हैं?

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

(क) वर्ष 2024-25 में देश के कुल विद्युत उत्पादन में नाभिकीय ऊर्जा का हिस्सा 3.1% था।

(ख) से (घ) वर्तमान स्थापित नाभिकीय विद्युत क्षमता 8780 मेगावाट (आरएपीएस-1 को छोड़कर) को निर्माणाधीन परियोजनाओं के क्रमिक रूप से पूरा होने पर वर्ष 2031-32 तक 22380 मेगावाट (आरएपीएस-1 को छोड़कर) तक बढ़ाया जाना निर्धारित है। इसके अतिरिक्त, सरकार ने वर्ष 2047 तक 100000 मेगावाट (100 गीगावाट) नाभिकीय विद्युत क्षमता प्राप्त करने के नाभिकीय ऊर्जा मिशन की घोषणा की है। अतः कुल विद्युत उत्पादन में नाभिकीय ऊर्जा का हिस्सा तदनुरूप बढ़ने की आशा है।

HERITAGE TRAINS IN THE COUNTRY

498. DR. HEMANT VISHNU SAVARA:

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

(a) whether any steps have been taken/are being taken by the Government to support the preservation and operation of coal-fired steam engines as heritage trains in the country and if so, the details thereof;

(b) the details of the plan of the Government to expand the use of coal-fired steam engines as heritage trains for the coming generation along with new routes or regions being considered;

(c) the details of the funding provided during the last three years by Railway to

restore and preserve coal-fired steam engines for use as heritage trains;

(d) whether the Government has a strategy similar to Nilgiri Mountain Railway (NMR) Southern Railway to manufacture new coal-fired steam engines for other railway zones and if so, the details thereof; and

(e) the details of the zones for which these coal-fired steam engines are to be produced along with the routes in these zones on which new coal-fired steam-engine trains proposed to be operated?

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

(a) to (e) At present, coal-fired steam engines are working in UNESCO accredited Mountain Railways, seasonal steam hauled trains and in charters in association with IRCTC.

Budget allocation (in crore) for repairs and maintenance of Steam locomotive during last three years is as under:

2022-23	2023-24	2024-25
₹12.98 Cr	₹14.26 Cr	₹17.25 Cr

Further, a work of developing maintenance facilities for heavy repairs of Heritage Rolling Stock at Steam Loco Heritage Shed, Rewari has been sanctioned recently at a cost of ₹9.99 Cr.

NATIONAL QUANTUM MISSION

**499. SHRI TANGELLA UDAY SRINIVAS:
SHRI YADUVEER WADIYAR:**

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

- (a) the primary objectives of the National Quantum Mission and the manner in which it aligns with country's vision for technological leadership globally;
- (b) the specific measures taken to ensure that the National Quantum Mission contributes to economic growth and job creation in emerging sectors related to quantum technology;
- (c) the details of the targets set under the National Quantum Mission (NQM) and the achievement status thereof, including the number of projects started, pending and completed since inception, year, State, technology-vertical and institution-wise;
- (d) the funds sanctioned, released and utilised under NQM since inception, year and State-wise;
- (e) the funds sanctioned, released and utilised for each Thematic Hub (T-Hub) under NQM during the said period, year, State and T-Hub-wise;
- (f) whether the Government has received proposals from any State including Andhra Pradesh for establishing new T-Hubs and if so, the details thereof and the funds sanctioned, released and utilised during the current financial year;
- (g) the number of institutions supported under NQM along with institution-wise funds sanctioned, released and utilised; and
- (h) whether proposals for inclusion of new institutions, particularly from Andhra Pradesh, have been received 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 primary objectives of the National Quantum Mission (NQM) are to develop cutting-edge quantum technologies across quantum computing, quantum communication, quantum sensing–metrology, and quantum materials, and to build a strong national ecosystem spanning R&D, infrastructure, startups, and skilled human resources. The Mission directly aligns with India's broader vision of technological self-reliance, strategic capability building, and global leadership in critical and emerging technologies.
- (b) The National Quantum Mission incorporates several measures to translate scientific progress into economic growth and high-quality jobs. These include dedicated support for quantum startups and MSMEs through rolling calls, incubation, and access to national fabrication facilities created by the T-Hubs, which collectively enable stronger industry participation and technology commercialization. The Mission also promotes targeted skilling initiatives—such as teaching laboratories, researcher training, and specialised programmes—to build a quantum-ready workforce. By fostering industry–academia collaboration and encouraging private-sector participation, the Mission aims to generate new employment opportunities and catalyse economic activity in emerging quantum-technology sectors.
- (c) The Government of India is implementing the National Quantum Mission (NQM) with an outlay of ₹6003.65 crore for a period of eight years. Under the

Mission, four Thematic Hubs (T-Hubs) have been established in the financial year 2024–25. These hubs have been incorporated as Section-8 Companies by their respective host institutions and have constituted their respective Hub Governing Boards (HGBs) for effective governance and administration. Funds have been released to all four T-Hubs to initiate their operations. The hubs are now fully functional and are engaged in a range of activities including Technology Development, Human Resource Development, Entrepreneurship Development & Industry Collaboration and International Collaborations. These T-Hubs comprised of 14 Technical Groups with 17 Project Teams. The Hubs brought together 152 researchers from 43 institutions across 17 States and 2 Union Territories. The details of the Thematic Hubs is placed below:

S. No.	Technology Vertical	Name of the Host Institute	State	Name of the Section-8 Company	Status
1.	Quantum Computing	IISc, Bengaluru	Karnataka	Foundation for QC Innovation	Ongoing
2.	Quantum Communication	IIT Madras in association with C-DoT, New Delhi	Tamil Nadu	IITM CDOT Samgnya Technologies Foundation	Ongoing
3.	Quantum Sensing & Metrology	IIT Bombay	Maharashtra	Qmet Tech Foundation	Ongoing
4.	Quantum Materials & Devices	IIT Delhi	Delhi	QMD Foundation	Ongoing

The key deliverables set under the mission are:

1. Develop intermediate scale quantum computers with 20-50 physical qubits, 50-100 physical qubits and 50-1000 physical qubits in 3 years, 5 years and 8 years, respectively.
 2. Develop satellite based secure quantum communications between two ground stations over a range of 2000 kilometres within India as well as long distance secure quantum communications with other countries.
 3. Develop inter-city quantum key distribution over 2000 km with trusted nodes using wavelength division multiplexing on existing optical fibre.
 4. Develop multi-node quantum network with quantum memories, entanglement swapping and synchronised quantum repeaters at each node (2-3 nodes).
 5. Develop magnetometers with 1 femto-Tesla/sqrt (Hz) sensitivity in atomic systems and better than 1 pico-Tesla/sqrt (Hz) sensitivity in nitrogen vacancy-centers; gravity measurements having sensitivity better than 100 nano-meter/second² using atoms and atomic clocks with 10^{-19} fractional instability for precision timing, communications and navigation.
 6. Design and synthesis of quantum materials such as superconductors, novel Semiconductor structures and topological materials for fabrication of quantum devices for quantum computing and communication.
- (d), (e) and (g) The details of the funds sanctioned, released and utilized under NQM is given in the enclosed **Statement**.
- (f) No.
- (h) NQM has recently launched two Calls for Proposals—one for establishing

teaching laboratories in quantum technologies and another for setting up a Technical Group in Quantum Algorithms. Institutions from across the country, including those from Andhra Pradesh, have actively participated in both calls. Out of the 433 proposals received for teaching laboratories, 134 are from Andhra Pradesh. Similarly, out of the 373 proposals received for the Quantum Algorithms Technical Group, 84 proposals have been submitted by institutions from Andhra Pradesh. All proposals are currently under evaluation by expert committees.

STATEMENT**Details of the funds sanctioned, released and utilized under NQM****(Amount in Crores)**

Vertical Name & Thematic Hub	State	Institute	Total Sanctioned Amount (Till March, 2031)	FY 2024-25		FY 2025-26	
				Released Amount	Utilized Amount	Released Amount	Utilized Amount (Till November 2025)
Quantum Communication - IITM CDOT Samgnya Technologies Foundation at IIT Madras in association with C-DoT, New Delhi	Andhra Pradesh	Indian Institute of Technology Tirupati	25.28	0.08	0.02	8.20	8.08
	Bihar	Indian Institute of Technology Patna	10.90	0.08	0.00	2.56	0.05
	Chhattisgarh	Indian Institute of Technology Bhilai	1.81	0.14	0.14	0.22	0.10
	Delhi	Centre for Development of Telematics	29.03	0.57	0.56	1.95	0.50
		Indian Institute of Technology Delhi	105.23	0.43	0.00	21.01	1.18
	Jammu and	Indian Institute of	2.60	0.01	0.01	0.25	0.08

Kashmir	Technology Jammu					
Karnataka	Centre for Development of Advanced Computing, Bangalore	44.12	0.70	0.26	8.31	0.11
	Indian Institute of Science Bangalore	16.83	0.16	0.16	4.11	0.02
	Raman Research Institute	59.74	0.68	0.68	12.88	1.09
Kerala	Centre for Development of Advanced Computing, Thiruvananthapuram	11.82	0.12	0.12	1.06	0.52
Madhya Pradesh	Indian Institute of Science Education and Research Bhopal	1.14	0.03	0.00	0.11	0.05
	Indian Institute of Technology Indore	6.70	0.11	0.00	1.95	0.09

	Punjab	Indian Institute of Science Education and Research Mohali	1.87	0.03	0.00	0.19	0.04
	Tamil Nadu	IITM CDOT Samgnya Technologies Foundation	162.93	0.93	0.93	8.88	4.61
		Indian Institute of Technology Madras	83.48	0.32	0.09	15.60	0.51
		Society for Electronic Transactions and Security (SETS)	10.05	0.12	0.12	2.46	0.73
	Telangana	Indian Institute of Technology Hyderabad	14.50	0.20	0.02	3.97	0.56
	Uttar Pradesh	Harish Chandra Research Institute, Prayagraj	3.02	0.03	0.00	0.25	0.00
		Indian Institute of	0.81	0.04	0.00	0.23	0.01

		Technology Kanpur					
	Uttarakhand	Indian Institute of Technology Roorkee	17.84	0.15	0.00	6.53	0.35
	West Bengal	Indian Institute of Technology Kharagpur	4.61	0.23	0.14	0.55	0.19
Sub-total for T-Hub on Quantum Communication			614.31	5.16	3.25	101.28	18.86
Quantum Computing - Foundation for QC Innovation at IISc. Bengaluru	Assam	Indian Institute of Technology Guwahati	15.40	0.07	0.00	4.16	0.48
	Bihar	Indian Institute of Technology Patna	2.39	0.06	0.00	0.41	0.00
	Delhi	Indian Institute of Technology Delhi	74.59	0.32	0.29	24.67	0.45
	Karnataka	Centre for Development of Advanced Computing, Bangalore	29.65	0.49	0.16	2.58	0.72
		Foundation for QC	76.62	0.40	0.17	5.91	0.84

		Innovation					
		Indian Institute of Science Bangalore	189.47	0.88	0.75	52.48	7.47
		Jawaharlal Nehru Centre for Advanced Scientific Research (JNCASR)	3.12	0.00	0.00	0.68	0.00
		Raman Research Institute	18.15	0.06	0.00	4.22	0.10
	Kerala	Indian Institute of Science Education and Research Thiruvananthapuram	30.34	0.08	0.08	11.00	0.41
	Madhya Pradesh	Indian Institute of Technology Indore	3.96	0.06	0.02	1.35	0.55
	Maharashtra	Indian Institute of Science Education and Research Pune	22.38	0.05	0.00	5.95	0.31
		Indian Institute of	75.89	0.11	0.00	25.42	0.11

		Technology Bombay					
		Tata Institute of Fundamental Research Mumbai	52.43	0.12	0.12	16.35	1.19
	Orissa	National Institute of Science Education and Research Bhubaneswar	8.32	0.09	0.03	1.56	0.12
	Punjab	Indian Institute of Technology Ropar	1.30	0.02	0.00	0.15	0.05
	Tamil Nadu	Indian Institute of Technology Madras	2.08	0.01	0.00	0.31	0.00
		Society for Electronic Transactions and Security (SETS)	4.16	0.05	0.05	0.67	0.23
	Telangana	Birla Institute of Technology and Science Pilani,	0.71	0.02	0.00	0.07	0.04

		Hyderabad Campus					
		Tata Institute of Fundamental Research Hyderabad	10.51	0.00	0.00	4.31	0.24
	Uttar Pradesh	Indian Institute of Technology Kanpur	14.48	0.05	0.00	5.02	0.28
		Jaypee Institute of Information Technology	2.09	0.02	0.00	0.23	0.03
	Uttarakhand	Indian Institute of Technology Roorkee	15.08	0.09	0.00	5.22	0.25
	Sub-total for T-Hub on Quantum Computing		653.13	3.05	1.68	172.70	13.88
Quantum Materials & Devices – QMD Foundation at IIT Delhi	Delhi	Indian Institute of Technology Delhi	61.93	0.80	0.54	19.41	1.32
		QMD Foundation	63.85	0.27	0.21	5.14	0.85
	Maharashtra	Indian Institute of Science Education	8.23	0.19	0.15	3.29	0.12

	and Research Pune					
	Indian Institute of Technology Bombay	96.33	1.22	1.22	33.69	0.07
Orissa	Indian Institute of Technology Bhubaneswar	7.37	0.03	0.00	1.78	0.02
Tamil Nadu	Indian Institute of Technology Madras	3.83	0.00	0.00	1.61	0.00
Uttar Pradesh	Indian Institute of Technology Kanpur	5.06	0.03	0.00	2.02	0.08
Uttarakhand	Indian Institute of Technology Roorkee	22.43	0.14	0.00	6.48	0.90
West Bengal	Indian Association for the Cultivation of Science	7.89	0.03	0.00	3.22	0.03
	Indian Institute of Technology	35.86	0.32	0.00	12.06	1.29

		Kharagpur					
Sub-total for T-Hub on Quantum Materials & Devices			312.79	3.01	2.12	88.68	4.69
Quantum Sensing & Metrology - Qmet Tech Foundation at IIT Bombay	Delhi	Indian Institute of Technology Delhi	4.47	0.10	0.10	1.39	0.56
	Goa	Birla Institute of Technology and Science Pilani, Goa	0.91	0.01	0.01	0.11	0.10
	Gujarat	Indian Institute of Technology Gandhinagar	1.34	0.04	0.04	0.20	0.06
	Karnataka	Indian Institute of Science Bangalore	22.00	0.35	0.35	3.82	0.42
	Madhya Pradesh	Indian Institute of Science Education and Research Bhopal	21.39	0.18	0.18	6.09	0.77
	Maharashtra	Indian Institute of Technology Bombay	33.90	0.58	0.58	5.86	0.25
		Qmet Tech Foundation	288.41	0.86	0.86	11.08	3.66

		Tata Institute of Fundamental Research Mumbai	18.60	0.23	0.23	5.34	0.37
	Punjab	Indian Institute of Technology Ropar	25.25	0.20	0.20	8.08	1.80
	Tamil Nadu	Indian Institute of Technology Madras	37.80	0.31	0.31	9.19	8.05
	Telangana	Tata Institute of Fundamental Research Hyderabad	5.43	0.16	0.16	1.23	0.06
		University of Hyderabad	0.85	0.02	0.02	0.11	0.06
	Uttar Pradesh	Harish Chandra Research Institute, Prayagraj	1.12	0.02	0.02	0.16	0.02
		Indian Institute of Technology Kanpur	118.29	2.54	2.54	33.60	0.00
	West Bengal	Indian Association for the Cultivation	1.00	0.05	0.05	0.08	0.02

		of Science					
		S.N. Bose National Centre for Basic Sciences	1.54	0.08	0.08	0.16	0.14
		TCG Centres for Research and Education in Science and Technology	7.09	0.09	0.09	1.83	1.68
Sub-total for Quantum Sensing & Metrology			589.40	5.80	5.80	88.34	18.01
Grand Total			2169.62	17.02	12.86	450.99	55.44

**ESTABLISHMENT OF FULL-FLEDGED DOORDARSHAN CHANNEL AND
AKASHVANI PROGRAMME FOR SANTHALI LANGUAGE**

500. SHRI KALIPADA SAREN KHERWAL:

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

- (a) whether the Government has any proposal to establish a full-fledged Doordarshan channel dedicated to programmes in Santhali Language and to enhance Akashvani (All India Radio) broadcasts in Santhali Language;
- (b) if so, the details thereof along with the proposed timeline for launching such initiatives;
- (c) whether the Government has assessed the demand from Santhali-speaking regions of West Bengal, Jharkhand, Odisha and Assam for regular television and radio broadcasting in their own language and if so, the details thereof; and
- (d) if not, the reasons for the absence of a full-fledged Doordarshan and Akashvani service for Santhali language, despite it being included in the 8th Schedule of the Constitution?

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) Doordarshan telecasts Santhali content/ programmes through DD Jharkhand, DD Assam, DD Bangla and DD Odia channels.

Akashvani Stations located in regions with a significant Santhali speaking population also regularly broadcast programmes in Santhali language. These programmes are being broadcast in West Bengal from Akashvani Kolkata,

Murshidabad and Shantiniketan.

Akashvani Ranchi and Chaibasa in Jharkhand, Akashvani Bhagalpur in Bihar and Akashvani Baripada and Keonjhar in Odisha are also regularly broadcasting programmes in Santhali.

In addition, Regional News Unit, Kolkata also produces a news bulletin in Santhali which is carried by Akashvani, Kolkata on its Primary Channel.

The Government regularly reviews the reach, audience feedback and demand patterns from society to strengthen the availability and accessibility of content in languages recognized in the 8th Schedule of the Constitution.

BSNL TOWERS VIS-A-VIS PRIVATE TELECOM OPERATORS

501. SHRI KOTA SRINIVASA POOJARY:

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

- (a) whether there is a huge demand for installation of BSNL towers compared to private telecom operators and if so, the steps taken by the Government to meet the demand for additional towers;
- (b) whether it is a fact that there is a lack of quality batteries for towers, lack of solar installations and lack of generator facilities in case of power outages;
- (c) if so, the details of the steps taken by BSNL for providing basic infrastructure for towers;
- (d) the specific measures/steps taken by the Government to improve and upgrade the services of BSNL; and
- (e) whether the Government has formulated any plan to entrust tower

maintenance to the local Gram Panchayat and if so, the details thereof?

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

(a) to (d) In line with Atmanirbhar Bharat initiative, BSNL has placed purchase order for indigenously developed 4G sites for pan India deployment. Supply of 4G equipment has started from September 2023 and as on 31.10.2025, total 97,068 4G sites have been installed and 93,511 sites are ON-Air. The equipment is 5G upgradable from technology perspective.

To further enhance the network infrastructure and service quality, BSNL is executing the various schemes of Government such as 4G Saturation Scheme, Border Out Post (BOP)/Border Intelligence Post (BIP), LWE Phase-I upgradation etc. The details of these schemes are available on <https://usof.gov.in>.

BSNL is regularly replacing old/life expired batteries on towers in a phased manner. DG sets are also available on towers based on power condition/ high revenue/ priority areas. Further, solar power is made available as primary source of power for most of new 4G BTS locations installed under Digital Bharat Nidhi.

(e) The Government has not formulated any such plan.

USE OF RAILWAY LANDS IN TIRUCHIRAPPALLI

502. SHRI DURAI VAIKO:

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

(a) whether it is a fact that Tiruchirappalli district especially in Ponmalai holds

one of the largest land assets under Indian Railways second only to Chennai in Tamil Nadu and if so, the details thereof;

(b) whether the Government has taken any steps to assess and utilise these vast land holdings in Trichy for commercial development, railway-related infrastructure, logistics hubs or public amenities and if so, the details thereof;

(c) whether there is any roadmap for unlocking the economic and strategic potential of these underutilised railway lands in Tiruchirappalli and if so, the details thereof; and

(d) whether the Government considers establishing new industrial parks, skill training centres or railway townships in these unused areas and if so, the details thereof along with timeline for said developments?

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

(a) to (d) Land available with Railway is utilized for augmentation and creation of infrastructure like multitracking, freight terminals, maintenance facilities, etc. required from operational considerations. The vacant land which is not required for operational purposes in near future is entrusted to Rail Land Development Authority (RLDA) for commercial utilization.

Ponmalai area in Tiruchirappalli city have major maintenance and operational facilities on Indian Railways. Presently, many infrastructures related projects have been taken up on about 114 acres of this land. Further, about 244 acres of Railway land has been identified for future developmental

works.

In addition, RLDA has also been entrusted about 11.62 acres of land for commercial utilization in Tiruchirappalli area.

AMRIT BHARAT STATION SCHEME FOR MAHARASHTRA

503. SHRIMATI SUPRIYA SULE:

SHRI DHAIRYASHEEL RAJSINH MOHITE-PATIL:

DR. AMOL RAMSING KOLHE:

PROF. VARSHA EKNATH GAIKWAD:

SHRI SANJAY DINA PATIL:

SHRI BHASKAR MURLIDHAR BHAGARE:

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

(a) the objectives and scope of the Amrit Bharat Station Scheme and the manner in which it differs from other station redevelopment initiatives undertaken by Railways;

(b) the total number of railway stations identified in Maharashtra under the Amrit Bharat Station Scheme and the Station Redevelopment Programme separately, along with the names of these stations;

(c) current status of redevelopment work at these stations in the said state including details of project cost, contractors/agencies involved and expected timelines for completion;

(d) passenger amenities and infrastructure improvements being provided under these schemes such as roof plazas, waiting lounges, lifts, escalators, and digital displays;

(e) total amount of funds allocated, released, utilised for these projects in the said state during the last three years, year and station-wise; and

(f) whether there have been any delay, land acquisition issues, coordination challenges in implementing these schemes in the said state, if so, the measures taken/being taken to address them?

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

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

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

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

Station One Product'

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

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

So far, 1337 stations, including 132 stations located in the state of Maharashtra have been identified for development under Amrit Bharat Station Scheme. The name of stations identified for development under Amrit Bharat Station Scheme in the state of Maharashtra are as following:

State	No. of Stations	Name of Stations
Maharashtra	132	Ahmednagar, Ajni (Nagpur), Akalkot Road, Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar, Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Sambhajinagar, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar (CR), Dadar (WR), Dahisar, Daund, Dehu Road, Devlali,

State	No. of Stations	Name of Stations
		Dhamangaon, Dharangaon, Dharashiv, Dharmabad, Dhule, Diva, Dudhani, Gangakher, Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar , Hinganghat, Hingoli Deccan, Igatpuri, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan Junction, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat, Kopargaon, Kurduwadi Junction, Kurla Junction, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand Junction, Lonavla, Lower Parel, Malad, Malkapur, Manmad Junction, Manwath Road , Marine Lines, Matunga, Miraj Junction, Mudkhed Junction, Mumbai Central, Mumbra, MurtizapurJunction, Nagarsol, Nagpur Junction, Nandgaon, Nandura, Nandurbar, NarkherJunction, Nashik Road, Netaji Subhash Chandra Bose Itwari Junction, Pachora Junction, Palghar, Pandharpur, Panvel Junction, Parbhani Junction, Parel, Parli Vaijnath, Partur, Phaltan, Prabhadevi, PulgaonJunction, Pune Junction, Purna Junction, Raver, Rotegaon , Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu , Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Shri Chhatrapati Shahu Maharaj Terminus Kolhapur, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar

Development works at railway stations under Amrit Bharat Station

Scheme in the state of Maharashtra have been taken up at a good pace. Till now, works of 15 stations (Amgaon, Chanda Fort, Chinchpokli, Devlali, Dhule, Kedgaon, Lasalgaon, Lonand Junction, Matunga, Murtizapur Junction, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad and Vadala Road) in the state of Maharashtra have been completed under this scheme. The works at other stations have also been taken up at good pace and progress of some of the above stations is as given below:

- **Wathar station:** The works of new portico, improvement of station building, water booth, new main entry gate, parking area, circulating area, improvement of entrance lobby, compound wall of parking area, platform shelter at platform no. 1, platform surfacing, improvement of waiting room, signages and station illumination have been completed. The finishing works have been taken up.
- **Nandgaon station:** The works of entrance and exit gate, platform surfacing, platform shelter, improvement of station building, booking office, Foot Over Bridge, boundary wall, circulating area, parking area, signage and lighting have been completed. The finishing works have been taken up.
- **Nandura station:** The works of platform surfacing, platform shelter, booking office, entrance gate, improvement of waiting hall, toilet, station building, circulating area, parking area, signages, coach indication board, station illumination and boundary wall have been completed. The finishing works have been taken up.

- **Hadapsar station:** The works of new station building, waiting hall, 12 m Foot Over Bridge, underground tank, platform shelter, improvement of platform surfacing, circulating area, station illumination, signages, lifts, escalators and landscaping have been completed. The finishing works have been taken up.
- **Baramati station:** The works of platform shelter, septic tank, toilet, compound wall, water booth, improvement of booking office, platform surfacing, waiting room, portico, circulating area, signages and station illumination have been completed. The finishing works have been taken up.

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 higher category of station over lower category of station while sanctioning and executing the works.

Further, development / upgradation / modernization of stations including Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station-wise or state-wise. The state of Maharashtra is covered under the jurisdiction of four railway zones, namely, Central Railway, South Central Railway, South East Central Railway and Western Railway. For the last three years and the current year, ₹ 11,190 crore has been allocated while an expenditure of ₹ 9,198 crore has been incurred during the last three years and current year (up to October, 2025).

Suggestions/ Representations, both formal and informal for Railway projects/ works across the country are received on the basis of demands raised by State Governments, Members of Parliament, Ministries of Central Government, elected representatives, Railways' own requirements, organizations/ rail users etc., at various levels including Railway Board, Zonal Railways, Division Office etc. Receipt of such proposals / requests/ suggestions/ representations is a continuous and dynamic process and these are examined and action as found feasible and justified is taken from time to time and centralized compendium for the same is not maintained.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

ENGAGEMENT OF RETIRED RAILWAY EMPLOYEES

504. SHRI ASADUDDIN OWAISI:

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

(a) whether it is a fact that the Government is increasingly appointing retired staff

for various operational and technical roles in light of emerging demands in train services;

(b) if so, the details of the number of retired personnel rehired by the Railways during the last three years zone and year-wise;

(c) the details of the reasons for preferring reappointment of retired staff over fresh recruitment through competitive examinations;

(d) whether the Government has undertaken any assessment of the impact of such reappointments on employment opportunities for qualified young aspirants and if so, the details thereof; and

(e) the details of the steps being taken to ensure that fresh recruitment to critical railway posts is not neglected in favour of short-term stop-gap measures?

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

(a) to (e) Occurrence and filling up of vacancies is a continuous process 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, mechanization and innovative practices. The vacancies are filled up primarily by placement of indents by Railways with Recruitment agencies as per operational and technological requirements.

Presently recruitment of 1,20,579 vacancies has been taken up on Indian Railways as per Annual Calendar 2024 and 2025.

During January to December 2024, ten Centralized Employment Notifications (CENs) for 92,116 vacancies were notified for filling up of posts of

Assistant Loco Pilots (ALPs), Technicians, Sub-Inspectors, Constables in Railway Protection Force (RPF), Junior Engineers (JEs)/ Depot Material Superintendent (DMS)/ Chemical & Metallurgical Assistant (CMA), Paramedical Categories, Non-Technical Popular Categories (Graduate), Non-Technical Popular Categories (Under-Graduate), Ministerial & Isolated Categories and Level-1 categories such as Assistants, Track Maintainers and Pointsman.

First stage/Single stage Computer Based Tests (CBTs) for 59,678 posts has been completed. Details are as under:

Exam	Candidates	Cities	Languages
1 st 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
1 st 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
1 st Stage CBT for Non-Technical Popular Categories (Graduate) (8,113 vacancies)	58,41,774	141	15
1 st Stage CBT for Non-Technical Popular Categories (Under Graduate) (3,445 vacancies)	63,27,473	157	15
CBT for Ministerial & Isolated categories (1,036 vacancies)	4,46,013	139	15

2nd stage CBTs for the posts of ALP, JE/DMS/CMA and Non-Technical Popular Categories (Graduate) has also been completed. Details are as under:

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Exam	Candidates	Cities	Languages
2 nd Stage CBT for the post of ALP (18,799 vacancies)	2,66,363	112	15
2 nd Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	1,17,339	118	15
2 nd Stage CBT for Non-Technical Popular Categories (Graduate) (8,113 vacancies)	1,21,931	129	15

Computer Based Aptitude Test (CBAT) for the post of ALP has also been completed. Details are as under:

Exam	Candidates	Cities	Languages
CBAT for the post of ALP (18,799 vacancies)	1,32,044	84	2

CBT for 32,438 vacancies for level -1 categories has commenced from 27.11.2025 in 140 cities in 15 languages. Physical efficiency Test (PET) for 4,208 vacancies of Constable (RPF) has commenced from 13.11.2025.

Panels for more than 23,000 candidates including the posts of Technicians, Junior Engineers, Paramedical Categories, Sub-Inspectors (RPF) and Assistant Loco Pilots have been sent to indenting Railways. Majority of them are in safety categories.

In addition, as per Annual Calendar for the year 2025, seven Centralized

Employment Notifications (CENs) for 28,463 vacancies have also been issued.

Details are as under:

S. No.	CEN No.	Post Name	No. of Vacancies notified	Month of Notification
1	01/2025	Assistant Loco Pilots	9,970	March 2025
2	02/2025	Technicians	6,238	June 2025
3	03/2025	Para-Medical Categories	434	July 2025
4	04/2025	Section Controllers	368	August 2025
5	05/2025	Junior Engineers / Depot Material Superintendent	2,585	October 2025
6	06/2025	NTPC (Graduate)	5,810	October 2025
7	07/2025	NTPC (Under-Graduate)	3,058	October 2025

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.

Recruitment done in Indian Railways during 2004-2005 to 2013-2014 vis-à-vis during 2014-2015 to 2024-2025 is given as under :

Period	Recruitments
2004-2005 to 2013-2014	4.11 lakh
2014-2015 to 2024-2025	5.08 lakh

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' post. 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

However, sometime in order to meet exigencies, retired Railway employees are re-engaged against the vacant posts temporarily based on competency, experience etc. to ensure smooth progress of the developmental and other works till the vacancies are filled up on regular basis as per the laid down rules and procedure.

PIT LINE/YARD SERVICES AT THAWE JUNCTION

505. DR. ALOK KUMAR SUMAN:

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

(a) whether it is a fact that Thawe junction has three platforms, watering hydrate, charging, surveillance light/checking of rolling-in or rolling-out services needs construction of pit line/yard services to start the super fast train services from Thawe to New Delhi and if so, the details thereof;

(b) whether it is a fact that more than 200 buses ply from this area which caters the need of passengers which are railway passengers causing revenue loss to Railway and if so, the details thereof;

(c) the measures taken by the Government to prevent revenue loss of Railway due to non-availability of super fast train from Thawe junction;

(d) whether repeated reminders and letters from concerned Hon'ble Member of Parliament are not considered by the Railway and if so, the reasons therefor; and

(e) whether the Railways is not giving proper reply to the previous questions asked regarding same issue 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) Pit Line/Yard services are planned and executed as per operational and maintenance requirement. At present, three platforms are available at Thawe junction along with watering facilities, rolling in/out facilities, charging, and inspection light facilities. Further, pit line facilities are available at Chhapra, Mau, Ballia, Azamgarh, Ghazipur city, Varanasi City and Banaras which are sufficient to meet the current and near future requirements of Thawe and its nearby areas.

Presently, Thawe is being served by 36 train services including 12 Mail/Express services catering to the needs of an average 5264 passengers per day and connecting it to various destinations like Patna, Gorakhpur, Ahmedabad, Surat, Amritsar etc. Recently 15133/15134 Chhapra-Anand Vihar Amrit Bharat Express has been introduced, which provides connectivity between Thawe and Delhi. Further, 19045/46 Surat-Chhapra Tapti Ganga

Express has also been extended to Thawe. Besides, introduction of train services is an ongoing process on Indian Railways subject to operational feasibility, traffic justification, availability of resources, competing demands, etc.

Representations/requests, both formal and informal, are received from State Governments, Ministries of Central Government, Elected Representatives, Consultative Committees etc. by the Railways at various levels including Railway Board, Zonal Railways, Divisional office etc. As receipt of such representations/requests is a continuous and dynamic process, centralized compendium of such representations/requests is not maintained. However, the representation/request etc. are dealt as per laid down procedure/guidelines and action as found feasible and justified is taken from time to time.

PRODUCTION OF CRITICAL MINERALS

506. SHRIMATI JYOTSNA CHARANDAS MAHANT:

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

- (a) the details of the production capacity and actual production of each critical mineral identified by the Government during the last five years, year and mineral-wise;
- (b) the total estimated domestic demand for critical minerals by 2030 and the share currently being met through domestic production versus imports;
- (c) the list of countries from which India imports the highest quantities of critical

minerals and the value of such imports during the last five years;

(d) the details on the progress achieved under the National Critical Minerals Mission (NCMM) and progress achieved so far; and

(e) whether India's processing and refining capacity for critical minerals is adequate to meet the needs of various industries and steps proposed to enhance domestic value chains?

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

(a) to (c) Critical minerals currently produced in the country through mining are Graphite, Phosphorite, Rare Earth Elements (REE), Titanium bearing minerals and Zirconium bearing mineral. Production details of these critical minerals for last five years is given in the enclosed **Statement-I**. Besides some quantities of Tin, Nickel, Cobalt, Cadmium, Vanadium and Platinum group of elements (PGE), Lithium, Selenium, Indium are also produced in the country.

Various studies indicate significant increase in demand for critical mineral in India by 2030 - for lithium by about 6-8 times, cobalt by 3-5 times, REE, nickel and graphite by nearly 1.5 to 2 times. Details of the top countries from which India imports critical minerals, along with the total value of imports during last five years is given in the enclosed **Statement-II**.

(d) and (e) The Union Cabinet has approved the setting up of the National Critical Mineral Mission (NCMM) on 29.01.2025 with the objectives of securing India's critical mineral supply chain and strengthening the critical mineral value chains. The progress made in various aspects of this Mission, *inter-alia*, includes the

following:

- Geological Survey of India (GSI) has intensified exploration of critical minerals. GSI carried out 195 critical mineral exploration projects in 2024-25, and 230 projects in 2025-26 across the country. Additionally, National Mineral Exploration and Development Trust (NMEDT) has sanctioned 62 projects for exploration of critical minerals during 2024-25 and 36 projects during 2025-26 (till date).
- The Mines and Minerals (Development and Regulation) Act (MMDR Act), 1957 has been amended in 2025 vide which the scope of NMEDT has been expanded to support critical mineral exploration and mining overseas.
- The Central Government has successfully auctioned 34 blocks of critical minerals.
- The Central Government has successfully auctioned 7 blocks of Exploration License, out of which, 3 are critical mineral blocks.
- The Union Cabinet has approved a ₹1,500 crore Incentive Scheme to promote critical mineral recycling. The Scheme Guidelines were issued and the Scheme launched on 02.10.2025 and the scheme rolled out.
- Guidelines for funding pilot projects for the recovery of critical minerals from overburden/ tailings/ fly ash/ red mud, etc have been issued on 14.11.2025.
- The Government has recognised nine premier institutes as Centres of Excellence (CoEs) under the NCMM to carry out Research &

Development (R&D) for strengthening domestic capabilities in the critical mineral value chain. Each CoE operates as a consortium, on a Hub & Spoke model, to leverage the core competence of constituent industry and academic spokes.

- Under NCMM, ₹500 crore has been earmarked to build domestic critical mineral processing capabilities by developing mineral processing parks using existing infrastructure.

STATEMENT-I

Year-wise production of critical minerals in last 5 years (in tonnes)

Mineral	2020-21	2021-22	2022-23	2023-24 (P)	2024-25 (P)
Graphite	35,386	62,888	94,789	1,69,080	85,329
Phosphorite	14,55,829	13,94,959	19,78,450	15,57,783	18,05,914
Rare Earth Elements as Oxide (REO)	1994	2510	2511	2642	2345
Titanium bearing minerals	3,33,604	3,66,445	3,69,160	4,00,152	4,34,309
Zirconium bearing mineral	12,240	10,616	10,988	13,962	15,322

Source: *Indian Bureau of Mines (MCDR returns) and IREL (India) Ltd.*
(P): *Provisional*

STATEMENT-II

Top import source countries and value of imports of critical minerals

#	Critical mineral	Top import source(s)	Total value of imports from all sources from FY 2020-21 to FY 2024-25 (₹ crores)
1	Beryllium	Belgium, France,	2.3

2	Cadmium	South Korea, China	834.9
3	Cobalt	China, Belgium, Netherland, Norway	896.1
4,5	Gallium, Indium	Russia, China	4.3
6	Graphite	China, Madagascar	6,329.2
7	Lithium	Belgium, USA, Russia	1,951.5
8	Molybdenum	Chile, USA, China	13,644.1
9	Niobium	Canada, Germany, Russia	95.1
10	Nickel	Norway, China, South Africa, Belgium, Australia	28,688.1
11	Platinum Group Elements (PGE)	UAE, UK, South Africa	68,619.0
12	Phosphorous	Jordan, Egypt, Togo, Morocco	59,898.2
13,14	Potash, Glaucinite	Russia, Canada	48,476.6
15	REE	China, Japan, USA	721.7
16	Rhenium	-	Nil
17	Selenium	Japan, South Korea	345.5
18	Tantalum	China , Estonia, USA	10.9
19	Tellurium	China, Japan, Germany	15.1
20	Tin	Indonesia, Singapore, Malaysia	13,916.8
21	Titanium	Mozambique, Malaysia, South Korea, China, Kazakhstan USA, Singapore	5,502.1
22	Tungsten	Netherland, Japan, China	224.9
23	Vanadium	South Korea, Thailand, China, Canada	908.1
24	Zirconium	Australia, Indonesia, Malaysia	6,253.5

Note: Includes ore/ concentrate/ compound/ unwrought metal/ waste & scrap of critical minerals

INDIA AI-IMPACT SUMMIT

507. SHRI MANISH TEWARI:

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

- (a) the key objectives and thematic priorities of the upcoming India AI-Impact Summit;
- (b) whether the Government aims to use the Summit to lay foundational ground rules for safe, ethical and inclusive AI governance rather than to frame immediate binding regulations;
- (c) the core focus areas identified such as AI safety, data governance, transparency, human rights and accountability mechanisms;
- (d) whether international cooperation and harmonization with frameworks like the EU AI Act and US approaches are being explored; and
- (e) the post-Summit roadmap for translating its outcomes into actionable policy, institutional mechanisms or legislation ensuring equitable benefits of AI across regions and sectors?

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 line with Hon'ble Prime Minister Shri Narendra Modi's vision, the Government is democratising the development and usage of technology. The focus is using Artificial Intelligence (AI) for solving real-world problems and ultimately improving lives across various sectors.

In this regard, the government has taken an inclusive and innovation-friendly approach to Artificial Intelligence (AI) governance. India's AI strategy has been formed after studying legal frameworks around the world and extensive consultation with stakeholders.

A key pillar of India's AI strategy is its balanced and pragmatic techno-legal approach to regulation.

India - AI Impact Summit 2026

As part of this vision, India will host the India–AI Impact Summit 2026 from 16–20 February 2026 at New Delhi. For the first time, the global AI summit series will take place in the Global South. The shift signals a broader move toward a more inclusive global AI dialogue.

The Summit reflects India's growing role in global AI discussions. It follows the UK AI Safety Summit, AI Seoul Summit, Paris AI Action Summit (which India co-chaired), and the Global AI Summit on Africa.

This demonstrates that the Summit is situated within a broader global discourse and seeks to contribute to harmonised international cooperation on responsible AI development.

Seven 'Chakras'

The thematic priorities of the Summit, referred to as the seven 'Chakras', underline its key objectives.

These include Human Capital, Inclusion, Safe & Trusted AI, Resilience, Innovation and Efficiency, Democratizing AI Resources, and AI for Economic Development and Social Good.

These thematic areas encompass issues such as AI safety, data governance, transparency, human-centred development and accountability frameworks. These discussions are aligned to drive the strategic direction of the Summit's events and deliberations.

The Summit is intended to generate actionable recommendations that contribute to long-term AI governance objectives rather than framing immediate binding regulations.

ADOPTION OF PM-SGMBY IN CITIES

508. SHRI TEJASVI SURYA:

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

- (a) the current adoption status of the Pradhan Mantri-Surya Ghar Muft Bijli Yojana (PMSGMBY) especially in cities such as Bengaluru, Mumbai, Hyderabad and Chennai;
- (b) the steps taken by the Government to ensure maximum coverage in these cities particularly in apartment complexes; and
- (c) the hurdles faced in adoption due to free electricity schemes in various States?

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) PM Surya Ghar: Muft Bijli Yojana (PMSG: MBY) is a demand driven scheme for installation of rooftop solar (RTS) systems, wherein all residential

consumers in the country having grid connected electricity connection of the local DISCOM can avail the benefits of the scheme by applying on the National Portal of the scheme.

As on 30.11.2025, a total of 18,99,494 RTS systems have been installed, benefitting 23,79,580 households, under the scheme, across the country.

The progress made under the PMSG: MBY in the cities of Bengaluru, Mumbai, Hyderabad and Chennai is as follows:

District	RTS Systems Installed	Households Benefitted
Bengaluru Rural	386	386
Bengaluru Urban	4,984	11,854
Mumbai	117	5,100
Mumbai Suburban	311	13,123
Hyderabad	2,071	4,135
Chennai	5,307	7,357
Total	13,176	41,955

The Government has taken following steps to ensure maximum coverage of the scheme across the country including the cities such as Bengaluru, Mumbai, Hyderabad and Chennai:

- Online process from registration 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. 6% 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.
- Included RESCO/ Utility led Aggregation (ULA) Models
- 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.
- Established grievance redressal mechanism for timely resolution of grievances. A Call Centre with telephone number 15555 is operational in 12 languages.

To ensure maximum coverage in apartment complexes financial support is

being provided to Group Housing Societies/ Residential Welfare Associations to install solar rooftop solar plants for common facilities covering EV charging. In addition, financial support is also allowed for RTS installation through virtual net-metering and group net-metering mode.

(c) To promote adoption of the PMSG: MBY for low electricity tariff consumers or the consumers getting free electricity, Ministry has allowed installation of RTS under Utility Led Aggregation (ULA)/RESCO model. Ministry has already sanctioned a number of proposals under ULA model.

ऊर्जा के नवीकरणीय स्रोत

509. श्री विनोद लखमशी चावड़ा:

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

(क) सरकार द्वारा बिजली उत्पादन के लिए किस प्रकार के नवीकरणीय ऊर्जा स्रोतों का उपयोग किया जा रहा है; और

(ख) देश में उक्त ऊर्जा स्रोतों से अधिकतम कितनी बिजली का उत्पादन किया जा रहा है?

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

(क) सौर, पवन, जल विद्युत तथा बायोजेनिक संसाधन बिजली के उत्पादन के लिए उपयोग किए जाने वाले प्रमुख नवीकरणीय ऊर्जा स्रोत हैं।

(ख) पिछले वर्ष के दौरान स्रोत-वार नवीकरणीय ऊर्जा उत्पादन का विवरण निम्नानुसार है:

(मिलियन यूनिट में)

स्रोत	वर्ष 2024-25
सौर	144150.23

पवन	83347.19
बड़ी जल विद्युत	148633.98
लघु जल विद्युत	11568.04
बायोमास	3738.67
खोई (बगास)	9335.32
अन्य	2869.73
कुल	403643.16

स्रोत: केंद्रीय विद्युत प्राधिकरण (सीईए)

EXTENSION OF RAILWAY LINE IN MIZORAM

510. SHRI RICHARD VANLALHMANGAIHA:

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

- (a) whether the Government has any plan to extend the railway line beyond Sairang in Mizoram;
- (b) if so, the details thereof along with the proposed route and present status of the survey/planning work;
- (c) whether any budget allocation has been made for the railway extension beyond Sairang;
- (d) if so, the details of the amount allocated and financial year concerned; and
- (e) the estimated cost and expected time for completion of the proposed extension?

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

(a) to (e) To provide capital connectivity to Border State of Mizoram, Bhairabi - Sairang (51.38 Km.) new line project has been completed and commissioned recently in September, 2025. This project comprises of 45 tunnels, 55 major bridges and 88 minor bridges built through the difficult terrain and complex geological conditions in the region.

With the completion of this project, Aizawl becomes the fourth North-Eastern state capital, after Guwahati, Naharlagun (for Itanagar) and Agartala, to be connected to the Indian Railways network. To provide connectivity beyond Sairang in Mizoram, Final Location Survey (FLS) for Sairang - Hbichhuah (223 Km.) new line has been sanctioned for preparation of Detailed Project Report (DPR).

FUNDS FOR DEVELOPMENT OF NER

511. SHRI BAPI HALDAR:

Will the Minister of **DEVELOPMENT OF NORTH EASTERN REGION** be pleased to state:

- (a) whether 10% of the budget of all non-exempt Ministries have been spent for development of the north east region as mandated in the last five years, if so, the details thereof and if not the reasons therefor;
- (b) the details of funds allocated and disbursed under the Prime Minister's Development Initiative for North East Region (PM-DevINE) scheme since

inception; and

(c) whether there have been any delays in the disbursal of funds, if so, the details thereof along with the steps taken to address the same?

**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) All non exempted Ministries/Departments are mandated to spent at least 10% of their budget allocation in North Eastern Region under 10% GBS mechanism. Over the last five years, an expenditure of Rs 3,94,612 Cr. was made against the allocation of Rs 3,71,789 Cr.(106.1%).

(b) and (c) Prime Minister's Development Initiative for North East Region (PM-DevINE), announced as a new Central Sector scheme, with 100% Central funding, in the Union Budget 2022-23, was approved by the Union Cabinet on 12 October, 2022 with a total outlay of Rs.6,600 Cr. for a 4-year period from 2022-23 to 2025-26. Since inception and upto 31.10.2025, a total of 44 projects worth Rs.5728.76 Cr. has been sanctioned under the scheme, against which a total fund amounting to Rs.2172.64 Cr. has been released.

COMPLAINTS REGARDING AADHAAR

512. SHRI ARUP CHAKRABORTY:

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

(a) the details of the channels for reporting complaints on any aspect of Aadhaar including queries about Aadhaar registration, Aadhaar generation, fraudulent

Aadhaar authentication mails, biometrics not working, updation of details, incorrect details captured, overcharging by enrollment agencies/registrars, etc.

(b) the monthly details of number of complaints received, closed and pending via each channel during the last year;

(c) the number of customer service executives occupied full time for the same; and

(d) the details of escalation channels when regular channels are unreachable or slow or unable to solve reported issues?

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) Aadhaar is the world's largest biometric identity system with more than 134 crore registrations so far. It has completed more than 16,000 crore authentication transactions.

Unique Identification Authority of India (UIDAI) provides various channels for the residents to report their grievances related to Aadhaar enrolment, updates and other services. Such channels include:

- i. Toll-free helpline (1947)
- ii. Email
- iii. Aadhaar Mitra Chatbot
- iv. Letter/Post
- v. Web Portal
- vi. Walk-in at Regional Offices

vii. Social Media

viii. CPGRAMS (Centralized Public Grievance Redress and Monitoring System)

The details of above channels are given in **Statement**.

Approximately 500 Customer Service Executives, handle redressal of grievances received via the Toll-Free Number (1947) and email channels.

STATEMENT

Grievances Redressal Mechanism

The detailed information about various available channels is as below:

SL. No.	Channel	Description
1.	Toll Free Number - 1947	UIDAI Contact Center consists of a self-service IVRS (Interactive Voice Response system) and Contact Center Executive based assistance provided through Toll Free Number- 1947. It provides support in 12 languages (Hindi, English, Telugu, Tamil, Kannada, Malayalam, Assamese, Bengali, Gujarati, Marathi, Punjabi, Odia). IVRS services are available in self service mode on 24X7X365 basis and such services include enrolment or update status, know Aadhaar number using Enrolment ID, check complaint status by entering their Service Request Number, verify Aadhaar number, check status of PVC Aadhaar card, locate Enrollment Center and book appointment for visiting Aadhaar Seva Kendra. Contact Center Executive based assistance is available all days except 03 National Holidays.

2.	Chatbot (Aadhaar Mitra) – https://uidai.gov.in	An AI/ML based chatbot is trained to respond to the Individual's grievance. Chatbot also has additional features like locate Aadhaar Center, Check Aadhaar enrolment/ update status, Check PVC Card Order status, Grievance and Feedback, Check Grievance / Feedback Status, Locate Enrolment Center, Book an Appointment and Video Frame Integration.
3.	Through web portal	Individual can lodge their grievance and check the status on UIDAI's website (https://www.uidai.gov.in & https://myaadhaar.uidai.gov.in/).
4.	Through Email help@uidai.gov.in	Individuals can send email to help@uidai.gov.in for any grievance related with Aadhaar services.
5.	Walk-In at Regional Offices	Individual can walk in to the respective Regional Offices in their State for submission their grievances related to Aadhaar.
6.	Letter/ Post	Grievances may be lodged in UIDAI HQs or ROs through post/hardcopy.
7.	Social Media	Grievances may be lodged through multiple social media platforms like Twitter, Facebook, You tube, Instagram etc. Individual can upload a post related to their concern/grievance tagging the UIDAI or DM(Direct Message) the support page on different social media streams.
8.	Through Public Grievance Portal (CPGRAMS) of the Government of India	Centralized Public Grievance Redress and Monitoring System (CPGRAMS) is an online platform available for the citizens 24x7 to lodge their grievances to the public authorities on any subject, including grievances related to Aadhaar.

साबरकांठा में नई रेललाइनें

513. श्रीमती शोभनाबेन महेन्द्रसिंह बारैया:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार गुजरात के साबरकांठा लोक सभा क्षेत्र में नई रेललाइनों का निर्माण कार्य कर रही है;
- (ख) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या सरकार को पता है कि इन नई रेललाइनों का निर्माण कार्य वर्तमान में बहुत धीमी गति से चल रहा है;
- (घ) यदि हाँ, तो इसके क्या कारण हैं; और
- (ङ) क्या सरकार ने इन परियोजनाओं को पूरा करने के लिए कोई समय-सीमा नियत की 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 (ङ) साबरकांठा निर्वाचन क्षेत्र में स्थित क्षेत्र में रेल संपर्कता में सुधार लाने के लिए, हिम्मतनगर-खेड ब्रह्मा आमन परिवर्तन परियोजना (55 कि.मी.) हाल ही में पूरी की गई है।

इसके अतिरिक्त, तारंगा हिल-अंबाजी-आबू रोड (116 कि.मी.) नई लाइन परियोजना, जो साबरकांठा निर्वाचन क्षेत्र से होकर गुजरती है, को भी स्वीकृत कर दिया गया है और कार्य शुरू कर दिया गया है। इस परियोजना पर मार्च 2025 तक 980 करोड़ रुपये का व्यय उपगत किया जा चुका है और वित्तीय वर्ष 2025-26 के लिए इस परियोजना के लिए 236 करोड़ रुपये का बजट रखा गया है।

इस क्षेत्र में संपर्कता में और सुधार लाने के लिए, निम्नलिखित सर्वेक्षण कार्यों को स्वीकृत किया गया है। विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने के लिए फील्ड सर्वेक्षण कार्य शुरू किया गया है:

क्र.सं.	सर्वेक्षणों के नाम	लंबाई (कि.मी. में)
1	खेड़ ब्रह्मा-अम्बाजी नई लाइन	46
2	अहमदाबाद-हिम्मतनगर दोहरीकरण	93

विस्तृत परियोजना रिपोर्ट तैयार होने के पश्चात, परियोजना को मंजूरी देने के लिए राज्य सरकारों सहित विभिन्न हितधारकों से परामर्श करना आवश्यक होता है और अन्य आवश्यक अनुमोदन जैसे नीति आयोग, वित्त मंत्रालय आदि का मूल्यांकन शामिल हैं। चूंकि परियोजनाओं को मंजूरी प्रदान करना निरंतर चलने वाली गतिशील प्रक्रिया है, अतः सटीक समय-सीमा तय नहीं की जा सकती।

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

- भूमि अधिग्रहण
- वन संबंधी मंजूरी
- बाधक जनोपयोगी सुविधाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक मंजूरियाँ
- क्षेत्र की भूविज्ञानी और स्थलाकृतिक स्थिति
- परियोजना स्थल के क्षेत्र में कानून और व्यवस्था की स्थिति
- विशिष्ट परियोजना स्थल के लिए वर्ष में कार्य के महीनों की संख्या आदि

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

AI DATA CENTRES

514. SHRI SRIBHARAT MATHUKUMILLI:

Will the Minister of **ELECTRONICS AND INFORMATION TECHNOLOGY**

be pleased to state:

- (a) whether the Government has taken cognizance of the accelerating expansion of Artificial Intelligence (AI) and other large-scale data centres across the country and the resultant increased demands on the national energy grid and freshwater resources;
- (b) whether the Government maintains data on the aggregate electricity and freshwater consumption of AI and other data centres nationally and if so, the details thereof;
- (c) whether the Government plans to propose new guidelines, standards or policies to regulate energy and water efficiency in data centres; and
- (d) the steps being considered or implemented to manage future demand of power sourcing requirements for data centres and domestic consumption needs?

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 is cognizant of the accelerating usage and requirement of Artificial Intelligence (AI) and large-scale data centres across the country. It is also aware of the corresponding increase in energy infrastructure demand associated with this growth.

IndiaAI Mission and Compute Capacity

For meeting the demand of Artificial Intelligence, the Government has launched IndiaAI Mission. As on date 38,231 GPU have been onboarded from 14

empanelled service providers/data centres under the IndiaAI compute capacity framework.

Planning for energy demand

The National Electricity Plan (NEP) is prepared every five years by the Central Electricity Authority (CEA). It incorporates projected power requirements, including those arising from the growth of AI and data centres.

As per information available with the Ministry of Power, electricity demand from data centres is projected to reach around 13.6 GW by 2031-32.

Government of India is continuously encouraging data centre providers to adopt sustainable technologies resulting in betterment of Power Usage Efficiency (PUE).

The Bureau of Energy Efficiency (BEE) has specified norms and standards under:

- Energy Conservation Building Code (ECBC 2017) for energy utilisation in chillers Heating, Ventilation, Air Conditioning (HVAC), Air Handling Units (AHU) Fans etc.
- Energy Conservation & Sustainable Building Code (ECSBC 2024), which includes provisions related to energy and water norms

India's power generation and transmission infrastructure is adequately developed to meet the power demand and ensure reliable power flow across regions.

ETHANOL FROM SUGAR SECTOR**515. SHRI T.M. SELVAGANAPATHI:**

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

- (a) whether the Indian Sugar & Bio Energy Manufacturers Association has demanded that the Government must ensure 50 per cent ethanol is sourced from sugar sector and if so, the details thereof;
- (b) whether it is a fact that only 289 crore litre ethanol had been allocated from sugar-based feedstock or 28% of the total need and if so, the details thereof;
- (c) whether it is a fact that the sugar industry invested almost Rs.40,000 crore with a capacity to supply 650 crore litre of ethanol a year and if so, the details thereof;
- (d) whether the sugar industry have also demanded to enhance Minimum Support Price, announce sugar export policy and increase ethanol procurement price; and
- (e) if so, the details thereof alongwith the steps taken by the Government in this regard?

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

- (a) Government has received representation from Indian Sugar & Bio Energy Manufacturers Association (ISMA) wherein ISMA has inter-alia requested to reserve at least 50% of total ethanol procurement for sugarcane-based

feedstock to ensure parity and economically acceptable utilization of existing capacity.

(b) Out of total allocation of 1050 crore litres for Ethanol Supply Year (ESY) 2025-26, 289 crore litre has been allocated to sugarcane-based feedstock.

(c) Ethanol Production capacity of sugarcane based distilleries is 838 crore litres. More than 42,000 crore rupees have been sanctioned as loan by the banks/ Financial Institutions for setting up of new sugarcane/ grain based distilleries/ Expansion of existing capacity of distilleries upto 31.10.2025.

(d) and (e) Representations have been received from various stakeholders for enhancing Minimum Selling Price, announcing sugar export policy and increase ethanol procurement price. In this regard, Government has allowed export of 15 LMT sugar for current Sugar Season 2025-26 on 14.11.2025.

SUPPORT FOR NIT JALANDHAR'S INDIGENOUS SEMICONDUCTOR CHIP

516. SHRI CHARANJIT SINGH CHANNI:

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

(a) whether financial or technical support has been approved for commercialising the indigenous semiconductor chip unveiled by NIT Jalandhar at SEMICON India 2025;

(b) if so, the details of funding and timelines for the same;

(c) the estimated employment generation in Jalandhar's electronics ecosystem;

and

(d) whether a local Centre of Excellence for testing and fabrication is proposed and if so, the details thereof?

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

(a) to (d) India has emerged as a major electronics manufacturing hub, with a six-fold increase in production over the past decade and currently employing 25 lakh people. To cater to the growing demand of electronics manufacturing, it is imperative for us to develop the semiconductor and electronics components industry.

In alignment with the Prime Minister's vision of Make in India, Make for the World, the Government is strengthening the semiconductor ecosystem, supported by design talent and indigenous R&D capabilities.

Technical Support for Testing and Fabrication

The Chips to Start-up (C2S) Programme facilitates comprehensive support to 300 participating institutions, including NIT Jalandhar, such as:

- Centralised access to Electronic Design Automation (EDA) tools, design tape-out at SCL Mohali, and regular training.
- Complete hands-on experience on chip design to Students and researchers at the institutions.
- Access to Field Programmable Gate Array (FPGA) hardware boards for functional validation.

- Access to empanelled service providers for testing, fabrication and packaging (details at https://c2s.gov.in/Post_Silicon.jsp)
- Institutions also have the flexibility to engage other leading vendors outside the empanelled list based on project requirements.

The C2S Programme aims to generate 85,000 numbers of industry-ready manpower at B.Tech, M.Tech, and PhD levels specialized in semiconductor chip design area.

As part of this Programme, institutions are developing working prototypes of semiconductor chips.

NIT Jalandhar is the participating institution under Chips to Startup (C2S) Programme for developing a System on Chip (SoC) for next-generation IoT systems in collaboration with NIT Rourkela, NIT Jamshedpur, NIT Raipur and IIST Shibpur.

Project has a five-year duration with a total outlay of ₹4.80 crore, with ₹96 lakh allocated to each collaborating institute.

As part of the initiative, NIT Jalandhar has designed a Voltage-Controlled Oscillator (VCO) chip for a Phase-Locked Loop (PLL), fabricated at SCL Mohali and showcased during SEMICON India 2025.

MONITORING OF HASHTAGS AND SOCIAL MEDIA CAMPAIGNS

517. SHRI SASIKANTH SENTHIL:

Will the Minister of **ELECTRONICS AND INFORMATION**

TECHNOLOGY be pleased to state:

- (a) whether the Government is monitoring major hashtags and social-media campaigns originating in Tamil Nadu which reflect public sentiment around Union-State relations;
- (b) if so, the number of instances in the last twelve months where such campaigns have led to actionable referrals (by law-enforcement or regulatory agencies) for misinformation or incitement;
- (c) the measures been taken to ensure transparent moderation, data-privacy and freedom of expression in the online public sphere in Tamil Nadu; and
- (d) whether the Government proposes to publish a State-wise dashboard or report covering social-media trends, incidents and responses for the year 2025-26 and if so, the timeline for its release?

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 the Government are aimed at ensuring that the Internet in India is Open, Safe & Trusted and Accountable to all its users in the country. Government doesn't monitor any hashtags and social-media campaigns in the online space.

पीएमकेकेकेवाई में संशोधित दिशानिर्देश

518. डॉ. मन्ना लाल रावत:

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

(क) क्या यह सच है कि प्रधानमंत्री खनिज क्षेत्र कल्याण योजना (पीएमकेकेकेवाई) जनवरी 2024 के संशोधित दिशानिर्देशों के बिंदु 4 (1) में संबंधित लोक सभा संसद सदस्य को जिले की शासी परिषद और प्रबंधन समिति के अध्यक्ष के रूप में नियुक्त करने का उपबंध है;

(ख) यदि हाँ, तो उक्त व्यवस्था के कार्यान्वयन की वर्तमान स्थिति और संभावित समय-सीमा क्या है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं और क्या सरकार का भविष्य में इस संबंध में संशोधन किए जाने का विचार है?

कोयला मंत्री; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) और (ख) जी नहीं। तथापि, पीएमकेकेकेवाई दिशानिर्देश, 2024 में माननीय सांसदों को जिला खनिज फाउंडेशन (डीएमएफ) की शासी परिषद के सदस्य बनने का प्रावधान है।

(ग) ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

राज्य खनन तत्परता सूचकांक

519. श्री विजय बघेल:

श्री विश्वेश्वर हेगड़े कागोरी:

श्री चंदन चौहान:

श्रीमती महिमा कुमारी मेवाड़:

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

(क) नव-प्रवर्तित राज्य खनन तत्परता सूचकांक (एसएमआरआई) के अंतर्गत राज्य के प्रदर्शन का आकलन करने का उद्देश्य क्या है और इसके लिए कौन से संकेतक प्रयुक्त किए गए हैं;

(ख) विभिन्न खनिज संपदा श्रेणियों में शीर्ष स्थान प्राप्त करने वाले राज्यों का ब्यौरा क्या है और उनकी श्रेणी-क्रम में योगदान देने वाले कारक क्या हैं;

(ग) नीलामी प्रदर्शन और सतत खनन जैसे क्षेत्रों में राज्यों के बीच प्रतिस्पर्धा और सुधार को बढ़ावा देने में उक्त सूचकांक की अपेक्षित भूमिका क्या है; और

(घ) क्या सरकार का इस सूचकांक को भावी क्षमता निर्माण या राज्य, विशेषकर राजस्थान के लिए प्रोत्साहन तंत्र से जोड़ने का विचार है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

कोयला मंत्री; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) राज्य खनन तत्परता सूचकांक (एसएमआरआई) का उद्देश्य देश के खनन क्षेत्र को विकसित करने में राज्य के सापेक्ष योगदान को दर्शाना, खनन विनियमन एवं प्रशासन में प्रभावशीलता का आकलन करना और राज्यों के बीच प्रतिस्पर्धात्मक भावना उत्पन्न करना है। एसएमआरआई के तहत राज्यों के प्रदर्शन का आकलन करने के लिए उपयोग किए जाने वाले संकेतक नीलामी प्रदर्शन, खान प्रचालन, गवेषण पर बल देना एवं सतत खनन हैं।

(ख) एसएमआरआई के अंतर्गत, राज्यों को उनके खनन और खनिज संसाधन क्षमता के आधार पर तीन श्रेणियों अर्थात् क (उच्च), ख (मध्यम) और ग (निम्न) में बांटा गया है। श्रेणी-वार शीर्ष तीन रैंक वाले राज्य श्रेणी क में मध्य प्रदेश, राजस्थान और गुजरात; श्रेणी ख में गोवा, उत्तर प्रदेश तथा असम; और श्रेणी ग में पंजाब, उत्तराखंड और त्रिपुरा हैं। उनकी रैंकिंग में योगदान देने वाले कारकों में मुख्य रूप से खनिज ब्लॉकों की नीलामी, नीलाम किए गए ब्लॉकों का प्रचालन, संयुक्त अनुज्ञप्तियों (सीएल) की संख्या और सीएल के लिए जारी किए गए आशय पत्र (एलओआई), नीलामी की तारीख से अधिमानित बोलीदाताओं को आशय पत्र जारी करने में लगने वाला औसत समय, राष्ट्रीय भूविज्ञान डेटा रिपॉजिटरी पर भू-विज्ञान डेटा का एकीकरण, पूरी की गई गवेषण परियोजनाओं की संख्या और सतत खनन के लिए विभिन्न उपाय शामिल हैं।

(ग) एसएमआरआई की गणना के लिए चार संकेतकों में से दो संकेतक नीलामी प्रदर्शन और सतत खनन हैं। इन संकेतकों में सुधार से बेहतर अंक प्राप्त होते हैं जिससे राज्यों के बीच सुधार और कुशल प्रतिस्पर्धा को बढ़ावा मिलता है।

(घ) यह सूचकांक राजस्थान राज्य सहित सभी राज्यों के लिए प्रोत्साहन तंत्र से संबंधित है। पूंजी निवेश के लिए राज्यों को विशेष सहायता योजना (एसएससीआई) 2025-26 के तहत, तीन श्रेणियों (क, ख और ग) में से प्रत्येक में शीर्ष 3 रैंक वाले राज्यों में से प्रत्येक को 100 करोड़ रुपये के वित्तीय

प्रोत्साहन का प्रावधान किया गया है।

INTEGRATED MAIN PARACHUTE AIRDROP TESTS (IMAT)

520. SHRI SURESH KUMAR SHETKAR:

SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

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

- (a) whether the Government will explain the manner in which learning from the recent Integrated Main Parachute Airdrop Tests (IMAT) will influence the final mission readiness timelines for the Gaganyaan programme;
- (b) if so, the detailed schedule thereof and if not, the reasons for uncertainty in mission planning therefor;
- (c) whether the Indian Space Research Organisation (ISRO) has conducted any independent third-party validation, international peer review or expert audit of the Crew Module Parachute System design and associated test results;
- (d) if so, the details thereof and if not, the reasons for avoiding external oversight in a human-rated mission;
- (e) whether the Government proposes to publicly release safety certifications, technical validation reports and qualification documentation of the Gaganyaan Crew Module parachute system prior to the first manned launch and if so, the timeline and if not, the reasons for withholding transparency from Parliament and the public therefor;
- (f) whether the Government will provide Assurance that all lessons from

- IMAT and other integrated tests are incorporated into astronaut training, emergency protocols and ground recovery operations, if not, the details of the reason for crew preparedness potentially being compromised; and
- (g) whether the Government will issuing a detailed risk assessment report to Parliament?

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 recent successful accomplishment of Integrated Main Parachute Air Drop Test (IMAT) is part of ongoing series of tests for the qualification of parachute system for Gaganyaan Missions. In the recent IMAT, one of the possible extreme scenarios of delay in the disreefing between the two main parachutes was successfully demonstrated validating the main parachutes for the maximum design. The test evaluated the system's structural integrity and load distribution under asymmetric disreefing conditions-one of the most critical load scenarios expected during actual mission descent. Successful accomplishment of this test is an important milestone towards the human rating of the Gaganyaan Crew Module's parachute-based deceleration system and therefore, enable the launch of the first crewed Gaganyaan mission which is targeted by Q1 of 2027.

(c) and (d) Yes, ISRO conducts expert reviews of the Crew Module parachute

system design and associated test results in forums such as Design Review Team (DRT), Independent Assessment Committee and National Advisory Panel (NAP) for Human Rating & Certification comprising of eminent national experts.

(e) ISRO has been periodically publicly disseminating the information related to outcome of the major tests & missions including the recently conducted IMAT and will continue to do so in future also.

(f) Crew safety is of paramount importance in Gaganyaan mission. All systems undergo intensive qualification and testing. Test plan and results of each qualification tests are reviewed by expert committee. Observations/lessons, if any during the qualification tests are analysed and necessary changes are incorporated in the systems and revalidation is carried out through repeat test and re-qualification.

Handling of emergency situations in the mission is part of crew training. Various anticipated emergencies and mitigation procedures will be practiced by the Gaganyatris in the Training Simulators. The training will also address survival scenarios to ensure preparedness for off-nominal landing and the utilisation of onboard Emergency Survival Kit. During training, periodic psychological interactions are being conducted as part of the holistic health management of the Gaganyatris.

(g) ISRO has institutionalised mechanism for assessment and mitigation of risks involved in the Gaganyaan Missions. This is being carried out following established risk assessment processes, procedures and standards. Human Rating Certification Board and National Advisory Panel have been constituted

for the above. This mechanism will ensure overall risk is within the acceptable limit.

UPGRADATION OF RAILWAY STATIONS IN MURSHIDABAD

521. SHRI ABU TAHER KHAN:

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

- (a) whether there are any plans to upgrade railway stations in Murshidabad district particularly Berhampore Court, Lalgola and Azimganj—with modern passenger amenities such as clean toilets, adequate seating and digital information system and if so, the details thereof;
- (b) the details of the steps taken/being taken by the Government to improve safety measures and infrastructure at smaller stations in Murshidabad where inadequate lighting, poor sanitation and lack of surveillance remain major concerns for passengers; and
- (c) whether the Government allocated any specific budget/timeline for the redevelopment/modernisation of Murshidabad's key railway stations to bring them at par with standard facilities available in other districts of West Bengal 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) Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

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

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and

feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been identified for development under Amrit Bharat Station Scheme, out of which 101 stations including Azimganj and Berhampore Court stations of Murshidabad district, are located in the state of West Bengal. The name of stations identified for development under Amrit Bharat Station Scheme in the state of West Bengal are as following:

State	No. of Stations	Name of Stations
West Bengal	101	Adra, Alipur duar Jn., Aluabari Road, Ambika Kalna, Anara, Andal Jn., Andul, Asansol Jn., Azimganj, Bagnan, Bally, Balurghat, Bandel Jn., Bangaon Jn., Bankura, Barabhum, Barasat, Bardhaman, Barrackpore, Belda, Berhampore court, Bethuadahari, Bhaluka Road, Binnaguri, Bishnupur, Bolpur Shantiniketan, Burnpur, Canning, Chandan nagar, Chandpara, Chandrakona Road, Dalgaon, Dalkhola, Dankuni, Dhulian Ganga, Dhupguri, Digha, Dinhata, Dum Dum Jn., Falakata, Garbeta, Gede, Haldia, Haldibari, Harishchandrapur, Hasimara, Hijli, Howrah Jn, Jalpaiguri, Jalpaiguri Road, Jangipur Road, Jhalida, Jhargram, Joychandi Pahar Jn, Kaliyaganj, Kalyani, Kalyani Ghoshpara, Kamakhyaguri, Katwa Jn, Khagraghat Road, Kharagpur Jn, Kolkata, Krishnanagar City Jn, Kumedpur Jn, Madhukunda, Madhyamgram, Malda Court, Malda Town, Mecheda, Medinipur (Midnapore), Nabadwip Dham, Naihati Jn, New

State	No. of Stations	Name of Stations
		Alipurduar, New Cooch Behar, New Farakka Jn, New Jalpaiguri Jn, New Mal Jn, Ondagram, Panagarh, Pandabeswar, Panskura Jn, Purulia Jn, Rampurhat Jn, Ranaghat, Sainthia Jn, Salboni, Samsi, Santragachi, Sealdah, Shalimar, Shantipur, Sheoraphuli Jn., Siliguri Jn., Sitarampur, Siuri, Sonarpur Jn., Suisa, Tamluk, Tarakeswar, Tulin, Uluberia

Development works at railway stations under Amrit Bharat Station Scheme in the state of West Bengal have been taken up at a good pace. Till now, works of 3 stations (Joychandi Pahar, Kalyani Ghoshpara and Panagarh) in the state of West Bengal have been completed under this scheme. The works at other stations have also been taken up at good pace and progress of some of above stations is as given below:

- **Azimganj station:** The work of platform surfacing, platform shelter, new second entry station building, improvement of existing station building, booking office, waiting hall, toilet, circulating area, Divyangjan facilities, coach indication board and train indication board have been completed. The finishing works have been taken up.
- **Berhampore Court station:** The work of platform shelter at platform no. 1, platform surfacing of platform no. 2/3 and Public Announcement System

(PAS) have been completed. The work of platform shelter at platform no. 2/3 has been taken up.

- **Khagraghat Road station:** The work of coach indication board, train indication board have been completed. The works of improvement of existing station building, booking office, waiting hall, toilet, circulating area, parking area and Divyangjan facilities have been taken up.
- **New Farraka Junction station:** The work of improvement of existing station building, reserve lounge, portico, waiting hall, lifts, coach indication board, train indication board and signages have been completed. The works of circulating area, toilet, escalator, Divyangjan facilities and 12 m Foot Over Bridge have been taken up.
- **Jangipur Road station:** The works of improvement of station building, circulating area, coach indication board, train indication board, signages and lift completed. The works of portico and Divyangjan facilities have been taken up.
- **Dhulian Ganga station:** The works of Passenger Reservation System building, improvement of existing station building, lift and Divyangjan facilities have been completed. The works of concourse area and circulating area have been taken up.

At **Lalgola station**, development works for improvement of circulating area, platform shelter at platform no. 1, upper class waiting hall, ramp at station entry, urinals at platform no. 2 and ladies toilet have been completed

in recent years to improve passenger amenities. Further, the works for raising of platform and provision of toilet have been sanctioned.

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

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

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. The state of West Bengal is covered under the jurisdiction of four railway zones, namely Eastern Railway, Northeast Frontier Railway, South Eastern Railway

and Metro Railway. For these zones, an allocation of ₹ 1,317 crore has been made for the financial year 2025-26, out of which an expenditure (up to October, 2025) of ₹ 737 crore has been incurred so far.

PASSENGER HOLDING AREA PROJECT AT ERNAKULAM JUNCTION

522. SHRI HIBI EDEN:

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

- (a) whether the Government has estimated the expected expenditure for establishing the Passenger Holding Area at Ernakulam Junction and if so, the details thereof and if not, the reasons therefor;
- (b) whether the proposed facility includes features such as seating arrangements, digital information displays, restrooms and food kiosks and if so, the details thereof and if not, the reasons therefor;
- (c) whether it is a fact that such facilities like the one established at New Delhi Railway Station have significantly eased congestion and improved passenger convenience during peak travel periods and if so, the details thereof;
- (d) whether the Government has set a specific timeline for the commencement of the project at Ernakulam Junction and if so, the details thereof and if not, the reasons therefor; and
- (e) the time span expected for completion of the Passenger Holding Area project at Ernakulam Junction?

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

(a) to (e) The Passenger Holding area planning envisages a comfortable, well-organized space with basic amenities like seating, drinking water, toilets, ticketing facilities, information displays, and security checks, etc. These amenities are planned to be organised to manage large passenger footfall efficiently during peak hours.

Ernakulam Junction Railway station has been identified for the development of passenger holding area. The development of the holding area is under planning stage, which is an iterative process requiring optimization and the time frame for such optimization cannot be indicated at this stage.

The passenger holding area established at New Delhi Railway Station has significantly helped to ease congestion and enhance passenger convenience, particularly during peak travel periods. The holding area is equipped with a wide range of commuter-friendly facilities, including an increased number of ticket counters, Automatic Ticket Vending Machine(ATVMs), public announcement system, electronic train information display boards, CCTV surveillance, luggage scanners, Door Frame Metal Detector (DFMDs), uninterrupted power supply, improved night-time lighting, High Volume Low Speed (HVLS) fans, fire-fighting system, lightning protection system, RO drinking water, and separate toilets for men, women and Divyangians, along with seating capacity for about 150 passengers.

Further, Ministry of Railways has identified Ernakulam Junction Railway station as one of the stations for redevelopment under Amrit Bharat Station Scheme. At Ernakulam Junction station, the foundations work of east terminal

building, multi-level car parking and service building have been completed. The structural works of east terminal building, multi-level car parking and service building have been taken up. Further the structural works of office building, P-way depot and P-way office have also been completed, and the finishing works have been taken up. The foundation works of west terminal building have been taken up.

The 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 amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, 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.

Development/upgradation 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/upgradation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works. Development / upgradation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station-wise or State-wise. Ernakulam Junction railway station falls under the jurisdiction of Southern Railways for which a total allocation of ₹1122 crores (Budget Estimate) has been made for the financial year 2025-26 under Plan Head-53.

Further, development/redevelopment/upgradation of Railway Stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brown field related challenges such as shifting of utilities, (involving water/sewage lines, optical fiber cables, gas pipe lines, power/signal cables etc.,) infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of high voltage power lines etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

शहडोल में रेल परियोजनाएँ

523. श्रीमती हिमाद्री सिंह:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) शहडोल लोक सभा क्षेत्र से गुजरने वाली महत्वपूर्ण रेल परियोजनाओं (जैसे नई लाइनें, दोहरीकरण या विद्युतीकरण) की वर्तमान स्थिति और उनकी संशोधित पूर्णता समय-सीमा क्या है;

(ख) क्षेत्र के प्रमुख स्टेशनों (जैसे शहडोल, अनूपपुर या उमरिया) पर यात्रियों की बढ़ती संख्या को ध्यान में रखते हुए वंदे भारत एक्सप्रेस जैसी प्रीमियम ट्रेनें शुरू करने या नई इंटरसिटी/एक्सप्रेस ट्रेनें शुरू करने के लिए सरकार द्वारा उठाए जा रहे कदमों का ब्यौरा क्या है;

(ग) क्या शहडोल क्षेत्र, विशेष रूप से आदिवासी क्षेत्रों में रेल संपर्क और सुरक्षा में सुधार के लिए सरकार द्वारा सिग्नलिंग में सुधार और मानवरहित क्रॉसिंग हटाने जैसी कोई विशेष पहल की जा रही है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या क्षेत्र में माल परिवहन (कोयला, वनोपज आदि) को अधिक कुशल बनाने और रेलवे राजस्व बढ़ाने के लिए कोई नया मालडुलाई गलियारा या टर्मिनल सुविधा विकसित करने की कोई योजना है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (घ) हाल ही के वर्षों में बजट आबंटन में उल्लेखनीय वृद्धि हुई है। मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आबंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	₹ 632 करोड़ प्रति वर्ष
2025-26	₹14,745 करोड़ (23 गुना से अधिक)

2009-14 और 2014-25 के दौरान मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथों की कमीशनिंग/बिछाने का ब्यौरा निम्नानुसार है:

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	145 कि.मी.	29 कि.मी. प्रति वर्ष

2014-25	2651 कि.मी.	241 कि.मी. प्रति वर्ष (8 गुना से अधिक)

दिनांक 01.04.2025 की स्थिति के अनुसार, शहडोल लोक सभा निर्वाचन क्षेत्र सहित मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली ₹89,543 करोड़ रुपये लागत की 4,740 कि.मी. कुल लंबाई की 24 रेल परियोजनाएं (08 नई लाइन, 02 आमान परिवर्तन और 14 दोहरीकरण) स्वीकृत हैं, जिनमें से 2092 कि.मी. लंबाई को कमीशन किया जा चुका है और मार्च, 2025 तक 41,401 करोड़ रुपये का व्यय किया गया है। इसका सार निम्नानुसार है:-

योजना शीर्ष	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	कमीशन की गई लंबाई (कि.मी. में)	मार्च 2025 तक व्यय (करोड़ रु. में)
नई लाइनें	8	1,914	544	15,069
आमान परिवर्तन	2	809	430	6,766
दोहरीकरण/ मल्टीट्रैकिंग	14	2,017	1,118	19,566
कुल	24	4,740	2,092	41,401

शहडोल सहित मध्य प्रदेश 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 रु. में)
1.	अनूपपुर-कटनी तीसरी लाइन (165 कि.मी.) (शहडोल निर्वाचन क्षेत्र से होकर गुजरती है)	2,311
2.	पेन्ड्रा रोड-अनूपपुर तीसरी लाइन (50 कि.मी.) (शहडोल निर्वाचन क्षेत्र से होकर गुजरती हुई)	394
3.	बिलासपुर में सड़क ऊपरी पुल (72 कि.मी.) सहित खोडरी-अनूपपुर दोहरीकरण (शहडोल निर्वाचन क्षेत्र से होकर गुजरती है)	792
4.	भोपाल-बीना तीसरी लाइन (145 कि.मी.)	1,075

5.	बीना-कोटा दोहरीकरण (283 कि.मी.)	2,477
6.	बालाघाट-कटंगी सहित जबलपुर-गोंदिया आमान परिवर्तन (300 कि.मी.)	2,005
7.	छिंदवाड़ा-नागपुर आमान परिवर्तन (150 कि.मी.)	1,512
8.	छिंदवाड़ा-मंडला फॉर्ट आमान परिवर्तन (182 कि.मी.)	1,268
9.	घाट पिंडारी-बलखेड़ा दोहरीकरण (6 कि.मी.)	29
10.	गुना-रूठियाई दोहरीकरण (20 कि.मी.)	175
11.	कटनी यार्ड से होकर गुजरने वाली झुकेई कॉर्ड लाइन (2 कि.मी.)	12
12.	सोनतलाई-बागरातवा दोहरीकरण (7 कि.मी.)	110
13.	इटारसी-बुधनी तीसरी लाइन (25 कि.मी.)	286
14.	तीगांव-चिचोंडा घाट खंड तीसरी लाइन (17 कि.मी.)	176
15.	बरखेड़ा-भोपाल तीसरी लाइन (41 कि.मी.)	473
16.	गंभीर पुल का नागदा-उज्जैन दोहरीकरण (2 कि.मी.)	28
17.	नीमच-चित्तौड़गढ़ दोहरीकरण (56 कि.मी.)	560
18.	बुधनी-बरखेड़ा तीसरी लाइन (27 कि.मी.)	1,703
19.	इंदौर-देवास-उज्जैन दोहरीकरण (79 कि.मी.)	757
20.	पावरखेड़ा-जुझारपुर रेल ऊपरी पुल (16 कि.मी.)	443
21.	गुना-इटावा नई लाइन (348 कि.मी.)	683
22.	रमना-सिंगरौली दोहरीकरण (160 कि.मी.)	2,436
23.	करैला रोड-शक्तिनगर दोहरीकरण (32 कि.मी.)	763
24.	मालखेड़ी-महादेवखेड़ी दोहरीकरण (12 कि.मी.)	59

मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली और शुरू की गई कुछ परियोजनाओं का ब्यौरा निम्नानुसार है:

क्र.सं.	परियोजना	लागत (करोड़ रु. में)
1.	शहडोल-सिंहपुर चौथी लाइन (6 कि.मी.) (शहडोल निर्वाचन क्षेत्र से होकर गुजरती है)	54
2.	कटनी - ग्रेड सेपरेटर/बाईपास (35 कि.मी.)	2,300
3.	कटनी - सिंगरौली दोहरीकरण (257 कि.मी.)	4,377

4.	ललितपुर-सतना, रीवा-सिंगरौली और महोबा-खजुराहो नई लाइन (541 कि.मी.)	8,914
5.	रामगंजमंडी-भोपाल नई लाइन (277 कि.मी.)	5,073
6.	इंदौर-बुधनी नई लाइन (198 कि.मी.)	7,474
7.	नीमच-बड़ी सादड़ी नई लाइन (48 कि.मी.)	495
8.	कोटा तक विस्तार के साथ ग्वालियर-श्यामपुर कलाँ आमामान परिवर्तन (284 कि.मी.)	2,913
9.	इटारसी-नागपुर तीसरी लाइन (280 कि.मी.)	2,450
10.	झांसी-बीना तीसरी लाइन (153 कि.मी.)	2,002
11.	मथुरा-ग्वालियर-झांसी तीसरी लाइन (274 कि.मी.)	5,924
12.	कटनी-बीना तीसरी लाइन (260 कि.मी.)	3,138
13.	सतना-रीवा दोहरीकरण (50 कि.मी.)	590
14.	रुठियाई बाईपास लाइन (3 कि.मी.)	54
15.	गुना बाईपास लाइन (2 कि.मी.)	179
16.	उज्जैन फलाई ओवर (2 कि.मी.)	100
17.	इंदौर-मनमाड नई लाइन (360 कि.मी.)	18,529
18.	भुसावल-खंडवा तीसरी और चौथी लाइन (131 कि.मी.)	3,285
19.	दाहोद-इंदौर नई लाइन (205 कि.मी.)	9,746
20.	नीमच-रतलाम दोहरीकरण (133 कि.मी.)	1,096
21.	छोटा उदेपुर-धार नई लाइन (147 कि.मी.)	1,794
22.	रतलाम-नागदा तीसरी और चौथी लाइन (41 कि.मी.)	964
23.	वड़ोदरा-रतलाम तीसरी और चौथी लाइन (259 कि.मी.)	8,387
24.	रतलाम-खंडवा आमामान परिवर्तन (299 कि.मी.)	7,265
25.	बीना-इटारसी चौथी लाइन (237 कि.मी.)	4,329
26.	इटारसी-नागपुर चौथी लाइन (297 कि.मी.)	5,010

पिछले तीन वर्षों, 2022-23, 2023-24, 2024-25 और चालू वित्त वर्ष 2025-26 में, मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली कुल 5,901 कि.मी. लंबाई के 61 सर्वेक्षणों (18 नई लाइन और 43 दोहरीकरण) को स्वीकृत किया गया है।

इसके अलावा, मध्य प्रदेश राज्य में संपर्कता में और सुधार लाने के लिए निम्नलिखित महत्वपूर्ण सर्वेक्षण कार्य शुरू किए गए हैं:

क्र.सं.	परियोजना का नाम	लंबाई (कि.मी. में)
1.	पेन्ड्रा रोड-शहडोल-कटनी चौथी लाइन (शहडोल निर्वाचन क्षेत्र से होकर गुजरती है)	201
2.	नीमच-दाहोद-नंदुरबार नई लाइन	380
3.	रतलाम बाईपास लाइन	24
4.	कटनी-मानिकपुर तीसरी लाइन	176
5.	डॉ. अंबेडकर नगर (इंदौर)– खंडवा दोहरीकरण	112
6.	नागदा-भोपाल तीसरी और चौथी लाइन	240
7.	कटनी-इटारसी तीसरी लाइन	336
8.	कटनी-सिंगरौली तीसरी और चौथी लाइन	251
9.	नागदा जंक्शन-रामगंजमंडी जंक्शन तीसरी और चौथी लाइन	153
10.	खंडवा-इटारसी तीसरी और चौथी लाइन	187

भारतीय रेल पर रेल नेटवर्क का विद्युतीकरण मिशन मोड में शुरू किया गया है। अब तक, लगभग 99.1% बड़ी आमान नेटवर्क का विद्युतीकरण किया जा चुका है। शेष नेटवर्क पर विद्युतीकरण का कार्य शुरू किया जा चुका है। 2014-25 के दौरान और 2014 से पहले किया गया विद्युतीकरण कार्य निम्नानुसार है:

अवधि	मार्ग (किलोमीटर)
2014 से पहले (लगभग 60 वर्ष)	21,801
2014-25	46,900

मध्य प्रदेश में शहडोल लोक सभा निर्वाचन क्षेत्र समेत समस्त मौजूदा बड़ी आमान नेटवर्क का विद्युतीकरण किया गया है। इसके अलावा, सभी नई लाइन/मल्टीट्रैकिंग परियोजनाओं को विद्युतीकरण के साथ स्वीकृत एवं निर्मित किया जा रहा है।

किसी मार्ग/खंड में वंदे भारत रेलगाड़ी सेवाओं सहित नई रेलगाड़ियों को शुरू करना विभिन्न कारकों पर निर्भर करता है, जिनमें निम्नानुसार शामिल हैं:

- उस खंड की क्षमता

- रेलपथ की उपलब्धता
- आवश्यक चल स्टॉक की उपलब्धता
- चल स्टॉक के अनुकूल अवसंरचना की उपलब्धता।
- रेलपथों और अन्य परिसंपत्तियों के अनुरक्षण की आवश्यकता।

तदनुसार, वर्तमान में शहडोल, अनूपपुर और उमरिया स्टेशनों के यात्रियों की आवश्यकताओं को क्रमशः 70 गाड़ी सेवाओं, 74 गाड़ी सेवाओं और 46 गाड़ी सेवाओं द्वारा पूरा किया जा रहा है। इसके अलावा, भारतीय रेल पर वंदे भारत गाड़ी सेवा सहित रेलगाड़ी सेवा को शुरू करना परिचालनिक व्यवहार्यता, यातायात औचित्य, प्रतिस्पर्धी मांगों आदि के अध्यधीन एक सतत प्रक्रिया है।

खंड की क्षमता बढ़ाने के लिए, अनूपपुर-शहडोल-उमरिया-कटनी खंड (166 मार्ग कि.मी.) के लिए स्वचालित सिगनल प्रणाली के कार्य को मंजूरी दी गई है। इसके अलावा, संरक्षा को बढ़ाने के लिए, अनूपपुर-शहडोल-उमरिया-कटनी खंड में कवच के कार्य को मंजूरी दी गई है।

मध्य प्रदेश में शहडोल सहित भारतीय रेल के बड़ी आमान नेटवर्क की चालू लाइनों पर सभी बिना चौकीदार वाले समपार फाटकों को 31.01.2019 तक समाप्त कर दिया गया है।

शहडोल के निकट अर्थात् घुंघूटी और अमलाई रेलवे स्टेशनों पर जीसीटी के प्रस्ताव को बिलासपुर मंडल द्वारा सैद्धांतिक अनुमोदन प्रदान कर दिया गया है।

रेल परियोजना/ओं का पूरा होना विभिन्न कारकों पर निर्भर करता है, जिनमें निम्नानुसार शामिल हैं:-

- राज्य सरकार द्वारा भूमि अधिग्रहण
- वन संबंधी स्वीकृति
- अतिलंघनकारी जनोपयोगी सुविधाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां

- क्षेत्र की भूवैज्ञानिक और स्थलाकृतिक स्थितियां
 - परियोजना स्थल के क्षेत्र में कानून एवं व्यवस्था की स्थिति
 - परियोजना स्थल विशेष आदि के लिए वर्ष में कार्य करने के महीनों की संख्या आदि।
- ये सभी कारक परियोजना/ओं के समापन समय और लागत को प्रभावित करते हैं।

समाप्त अवधि वाली खदानों का पुनर्ग्रहण कार्य

524. श्री मुरारी लाल मीना:

क्या खान मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या राजस्थान के विभिन्न खनन क्षेत्रों में कई खदानों में पट्टा अवधि समाप्त होने के बाद भी न तो मिट्टी भराई की गई है और न ही सुधार कार्य किया गया है, जिसके कारण वर्षा जल जमाव और आसन्न दुर्घटनाओं का गंभीर खतरा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या राजस्थान के मकराना सहित कई जिलों में बंद खदानों के ढहने, जलभराव और पशुपालकों के गिरने जैसी घटनाएं लगातार सामने आ रही हैं;

(ग) यदि हाँ, तो विगत तीन वर्षों के दौरान ऐसी कितनी घटनाएं सामने आईं और उन पर क्या कार्रवाई की गई;

(घ) क्या पट्टा समझौतों में स्पष्ट उल्लेख है कि पट्टा अवधि समाप्त होने पर खदान को मिट्टी, मलबा और पत्थरों से भरकर सुरक्षित बना दिया जाएगा; और

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

कोयला मंत्री; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) से (ग) राजस्थान सरकार द्वारा उपलब्ध कराई गई सूचना के अनुसार, पिछले तीन वर्षों में मकराना तहसील, डीडवाना-कुचामन जिले में बंद खदान क्षेत्र में मिट्टी धंसने का एक मामला दर्ज किया गया है। इस घटना में किसी भी मनुष्य या जानवर की जान नहीं गई।

(घ) और (ड) प्रमुख खनिजों के संबंध में, 'खनन पट्टे की शर्तें और नियम' खनिज (परमाणु और हाइड्रो कार्बन ऊर्जा खनिजों से भिन्न) रियायत नियम, 2016 [एमसीआर, 2016] के नियम 12 के तहत निर्धारित हैं। एमसीआर, 2016 के नियम 12(1)(ड) के अनुसार, पट्टेदार खनन कार्यों से प्रभावित भू-आकृति को यथासंभव बहाल करेगा। इसके अतिरिक्त, खनिज संरक्षण और विकास नियम, 2017 व्यवस्थित और वैज्ञानिक विकास तथा समापन, पुनर्ग्रहण और पुनर्वास के लिए प्रावधान निर्धारित करते हैं।

इसके अतिरिक्त, एमसीआर, 2016 की अनुसूची VII के अंतर्गत खनन पट्टे के 'अधिकार और दायित्व' की धारा 3.2(iv) में यह प्रावधान है कि पट्टेदार अपने व्यय पर पर्यावरण संरक्षण के लिए वृक्षारोपण करेगा, खनन की गई भूमि का पुनर्ग्रहण करेगा, प्रदूषण नियंत्रण उपकरणों का उपयोग करेगा तथा केंद्र या राज्य सरकार द्वारा समय-समय पर निर्धारित किए जाने वाले अन्य उपायों का पालन करेगा।

साथ ही, राजस्थान सरकार द्वारा उपलब्ध कराई गई सूचना के आधार पर, गौण खनिजों के मामले में, राजस्थान गौण खनिज रियायत नियम, 2017 के नियम 29(13) के तहत, स्वीकृत अंतिम खानबंदी योजना के अनुसार भूमि पुनर्ग्रहण का प्रावधान है। यदि किसी समाप्त हो चुके खनन पट्टे में, पट्टेदार स्वीकृत अंतिम खानबंदी योजना के अनुसार पुनर्ग्रहण करने में विफल रहता है, तो पट्टेदार द्वारा जमा की गई वित्तीय सुरक्षा राजस्थान गौण खनिज रियायत नियम, 2017 के नियम 29(18) के तहत जब्त की जा सकती है। परंतु, यदि समाप्त हो चुके खनन पट्टे में खनिजों की उपलब्धता सिद्ध हो जाती है, तो नियमों के अनुसार उस क्षेत्र को पुनः नीलाम करने का प्रावधान है।

NFSA IN BUNDELKHAND REGION

525. SHRI ANURAG SHARMA:

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

- (a) the details of quantity of foodgrains allocated to the districts of Bundelkhand region in Uttar Pradesh under the National Food Security Act (NFSA) along with the actual quantity distributed during the last three financial years, district-wise;
- (b) the details of the current status of installation and functioning of e-PoS machines for biometric authentication at all Fair Price Shops (FPS) in Bundelkhand region to prevent leakages and irregularities in foodgrain distribution;
- (c) whether the Government has any proposal to provide additional nutritional support such as pulses, edible oils and millets to the beneficiaries of the Bundelkhand region apart from the existing entitlement under the present quota; and
- (d) if so, the details thereof?

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

(a) Targeted Public Distribution System (TPDS) is operated under the joint responsibility of the Central and State/UT Governments. As per the provisions of National Food Security Act (NFSA), Central Government's responsibility is to provide the food grains to the designated depots in each state. As per section 24 (3) of NFSA, it is the responsibility of State to take delivery of food grains from designated depots and ensure distribution to the beneficiaries. As informed by the State Government, district wise allocation and distribution for Bundelkhand region in Uttar Pradesh in last three years are given in the enclosed **Statement**.

(b) As per the State Govt. of Uttar Pradesh, all Fair Price Shops (FPS) in 7 districts of the Bundelkhand region are installed with e-PoS machines for the distribution of food grains to eligible beneficiaries after biometric authentication.

(c) and (d) Department of Food & Public Distribution (DFPD) allocates Coarse grains including Millets, named as Nutri-Cereals, under NFSA to States/UTs as per State's request in lieu of equal quantity of wheat/rice. DFPD has allocated 2.86 LMT & 0.193 LMT of millets in FY 2024-25 and FY 2025-26 (as on 27.11.2025) respectively to Uttar Pradesh under NFSA. The district wise allocation is the responsibility of concerned State.

Further, pulses are not provided under PDS, however, pulses from the buffer maintained under Price Stabilization Fund (PSF) have been allocated, from time to time to States/UTs for their welfare schemes such as Integrated Child Development Services (ICDS), Mid Day Meal (MDM) as per availability and requirement.

STATEMENT

District wise allocation and distribution for Bundelkhand region in Uttar Pradesh in last three years

(in MTs)

April 2022 to March 2023		
District Name	Total Allotment of food grains	Total Distribution of food grains
Chitrakoot	55398.17	52373.96
Banda	95794.57	88730.743
Mahoba	47765.92	44701.375
Hamirpur	63178.83	57541.39

Jalaun	79513.74	73400.868
Jhansi	100078.715	93833.197
Lalitpur	63988.96	59611.054
Total	505718.905	470192.587
April 2023 to March 2024		
District Name	Total Allotment of food grains	Total Distribution of food grains
Chitrakoot	52971.656	50260.226
Banda	93884.168	87381.983
Mahoba	47337.054	42616.51
Hamirpur	61105.917	55957.447
Jalaun	77396.251	71054.332
Jhansi	96770.701	91589.005
Lalitpur	63910.035	59136.765
Total	493375.782	457996.268
April 2024 to March 2025		
District Name	Total Allotment of food grains	Total Distribution of food grains
Chitrakoot	52927.51	50569.612
Banda	93076.804	87703.849
Mahoba	47529.972	43352.157
Hamirpur	60352.592	55652.126
Jalaun	71498.41	65898.463
Jhansi	98714.289	93727.722
Lalitpur	63169.982	59633.827
Total	487269.557	456537.756
Grand Total	1486364.244	1384726.611

COMMON SERVICE CENTRES IN KARNATAKA**526. DR. K. SUDHAKAR:**

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

- (a) the number of Common Service Centres (CSCs) established in the Country under the Digital India Programme, State-wise especially for Karnataka;
- (b) the percentage of employment generated through these CSCs;
- (c) the details of the steps taken by the Government to promote digital literacy among Scheduled Castes/Scheduled Tribes/Other Backward Classes communities through the Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA);
- (d) the details of electronics and IT skilling done across Karnataka especially for Chikkaballapur; and
- (e) the details of any support given to the workers of these CSCs and the benefits that common man received through these centres including plans for revising the existing norms or benefits?

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), (b) and (e) Common Services Centres (CSCs) are established throughout the country to provide citizen-centric services. These centres are operated by Village Level Entrepreneurs (VLE).

The network of CSCs continues to grow, with around 5.69 lakh centres

(as on 30th September 2025) presently functioning across India out of which 4.43 lakh are functional at gram panchayat level. Approximately 14.5 lakhs persons are directly or indirectly working at various CSCs at present.

State wise details of CSCs, including state of Karnataka, are available on the website <https://csc.gov.in/> .

CSC e-Governance Services India Limited provides training and capacity building to Village Level Entrepreneurs (VLEs) through digital modes to improve their skills for better service delivery and interaction with the citizens.

So far, 12,95,405 VLEs have been trained across the country on the use of the Digital Seva Portal (DSP) of CSC to deliver services such as Government-to-Citizen (G2C), insurance, banking, agriculture, and other citizen-centric services.

Several initiatives have been undertaken by CSC e-Governance Services India Limited to strengthen the skilling and earning capacity of VLEs, some of which are as follows:

- Regular training of VLEs to enhance digital literacy and service delivery skills.
- Promotion of innovative services through CSCs like financial services [DigiPay (based upon Aadhaar Enabled Payment System), Banking, Insurance], and skill development programs.
- Delivery of e-commerce services via CSC Grameen eStore, thereby enhancing livelihood opportunities for VLE

More than 800 services are being delivered through these CSCs. List of

services is available at <https://csc.gov.in/>.

(c) A total of 6.39 crore candidates were trained across the country under Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA) scheme.

The scheme was implemented by CSC e-Governance Services India Limited and was concluded on 31.03.2024.

The training details of SC/ST/OBC candidates is given below:

Scheduled Castes (SC)		Scheduled Tribes (ST)		Other Backward Classes (OBC)	
Enrolled	Trained	Enrolled	Trained	Enrolled	Trained
1,34,45,690	1,17,53,166	65,47,384	56,23,165	2,92,96,752	2,55,84,393

Under the Scheme, in the State of Karnataka, more than 29.64 lakh candidates from the rural households were enrolled, and more than 24.41 lakh candidates were trained.

In the Chikkaballapur District of Karnataka, a total of 53,792 candidates were enrolled and a total of 38,462 candidates were trained under the PMGDISHA Scheme.

(d) National Institute of Electronics & Information Technology (NIELIT) is an autonomous organization under the Ministry of Electronics and Information Technology (MeitY). It is responsible for human resource development and capacity building in information, electronics and communication technologies.

At present, 56 centres are being run directly by NIELIT including one centre at Chitradurga in the State of Karnataka. A country-wide network of over 700 accredited training partners, and more than 9000 facilitation centers are also

being run by it.

NIELIT has 51 facilitation centres spread across the State of Karnataka for conducting digital literacy courses of various levels. In the district of Chikkaballapur, NIELIT has a digital literacy facilitation centre for providing training on Digital Literacy Courses (DLC).

NIELIT has trained nearly 3000 students in various skill-based long-term, short-term and awareness courses in the State of Karnataka in the last 3 years through its own centre and training partners.

BIS LICENSES

527. SHRI NAVEEN JINDAL:

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

- (a) whether the Government is aware that a large number of Helmet manufacturers are operating without Bureau of Indian Standards (BIS) licenses or using counterfeit ISI mark helmets posing major risk to the unsuspecting consumers;
- (b) if so, the reasons due to which such malpractices are continuing unabated; and
- (c) the details of corrective steps taken by the Government to curb the production and availability of the sub-standard helmets?

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) Ministry of Road Transport and Highways (MoRTH) vide Quality Control Order dated 1st June, 2021 has mandated compulsory BIS certification for protective Helmets for Two-wheeler riders as per IS 4151:2015, thereby prohibiting the manufacture, import, sale or distribution of helmets without a valid BIS licence or with counterfeit ISI mark. Any helmet manufactured or sold without having certification under IS 4151: 2015 is a clear violation and an offence under the Bureau of Indian Standards Act, 2016.

Complaints related to sale of helmets without a valid BIS license or unauthorized use of BIS Standard Mark for Helmets were received. As a safeguard measure to enhance consumer protection and safety, a special campaign was launched against such manufacturers and retailers to ensure proper implementation of the Quality Control Order dated 1st June, 2021 issued by the Ministry of Road Transport and Highways (MoRTH). D.O letters were issued to District Collectors/ Magistrates and also to DC/DMs and SPs in Delhi and NCR region wherein it was requested to physically check the premises of firms whose license is expired/cancelled.

As part of the special campaign, during FY 2024-25 & FY 2025-26 (till date) search and seizure operations were conducted at 9 manufacturers, resulting in the seizure of over 2,500 helmets without valid BIS certification. Further, search and seizure operations were also carried out at 18 retail

outlets/roadside vendors selling helmets without valid BIS certification to consumers, leading to the seizure of around 500 helmets. Legal prosecution is carried out against the defaulters for violation of the BIS Act, 2016, wherein a penalty of a minimum fine of Rs.2.00 lakh for the first contravention, extendable up to ten times the value of the goods manufactured or sold is stipulated which may also include imprisonment of up to two years.

PERMISSION FOR FIBERISATION

528. DR. GUMMA THANUJA RANI:

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

- (a) the steps taken/being taken by the Government to reduce delays and costs associated with the right of way permissions for fiberisation needed for 5G adoption;
- (b) the steps taken/being taken by the Government to improve sharing of fibre infrastructure across Government and private players;
- (c) whether the Government has created a single window clearance of grant of permission for fibre laying; and
- (d) if so, the details thereof and if not, the reasons therefor?

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

- (a) to (d) The Government has taken the following key actions to reduce delays and costs associated with the right of way permissions for fiberisation needed for 5G adoption:

- i. Launched the Centralized Right of Way (RoW) Portal as a single window platform on May 14, 2022, thus facilitating the streamlining of the RoW permissions for the deployment of telecom infrastructure viz. Optical Fiber Cable (OFC) laying and telecom tower installation.
- ii. Processes to obtain RoW permissions and applicable charges were further made uniform through Telecommunications (Right of Way) Rules 2024 under 'The Telecommunications Act, 2023'. The rules are effective from January 01, 2025. The rules are further streamlining and expediting the telecom infrastructure deployment in the country and promoting sharing of fibre infrastructure across Government and private players. RoW portal has been further upgraded in majority of states in accordance with RoW rules 2024.

NATIONAL RESEARCH FOUNDATION (NRF)

529. SHRI BASAVARAJ BOMMAI:

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

- (a) the progress made so far in setting up of a National Research Foundation (NRF) to increase the expenditure on R&D and to provide increasing role to private sector;
- (b) the details of the steps that are being taken by the Government to increase R&D outlook in the country to create a competitive R&D ecosystem; and
- (c) the other steps taken/being taken by the Government to increase participation of private sector in the research field?

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) ANRF has been established through the Anusandhan National Research Foundation Act, 2023 (25 of 2023). The provisions of the Act came into force on 5th February 2024. It aims to provide high level strategic direction for research, innovation and entrepreneurship in the field of natural sciences including mathematical sciences, engineering and technology, environmental and earth sciences, health and agriculture, and scientific and technological interfaces of humanities and social sciences, to promote, monitor and provide support as required for such research and for matters connected therewith or incidental thereto. The overarching goal of the ANRF will be to seed, grow and promote research and development (R&D) and foster a culture of research and innovation throughout India's universities, colleges, research institutions, and R&D laboratories.

The programmes and initiatives under the ANRF have been formulated to align national research efforts with strategic priorities. These include supporting research across disciplinary and interdisciplinary areas of science and technology through competitive funding; strengthening R&D capabilities in state universities; implementing mission-mode programmes in domains of national importance; encouraging private-sector participation in R&D; and providing

limited support through fellowships, seminars, and workshop grants.

A major initiative under ANRF is the Mission for Advancement in High-impact Areas (MAHA), which promotes priority-driven, solution-oriented research through multi-institutional, multi-disciplinary, and multi-investigator collaborations. Under the MAHA programme, ANRF has so far identified and launched four missions: the Electric Vehicle (EV) Mission, the 2D Innovation Hub, the MedTech Mission, and the AI for Science and Engineering initiative.

ANRF's programmes focus on strengthening industry-academia collaboration and promoting translational, mission-driven research with active industry involvement. To ensure effective engagement, the MAHA–EV Mission mandates participation from relevant industries, PSUs, and start-ups, and includes a requirement for industry partners to contribute 10% of the total project cost.

(b) To strengthen the country's R&D outlook and create a competitive national research ecosystem, the Government is undertaking a series of strategic measures. These include building indigenous capabilities in critical technologies such as semiconductors, Artificial Intelligence, 5G/6G, quantum computing, biotechnology, clean energy, space technologies, and cyber-physical systems; establishing national mission programmes such as the National Quantum Mission, the India Semiconductor Mission, and the National Mission on Interdisciplinary Cyber-Physical Systems (NM-ICPS) to drive coordinated, mission-mode research. Further steps include operationalising the Anusandhan National Research Foundation (ANRF) to support high-impact and

translational research; enhancing industry-academia collaboration; promoting private-sector participation in R&D; and establishing a ₹1 lakh crore RDI Fund to catalyse research and innovation in sunrise and strategic sectors. The Government is also strengthening human capital for R&D through fellowship schemes such as the Prime Minister's Early Career Research Grant and other research support programmes.

(c) One of the key initiatives to increase participation of private sector is launching of Research, Development, and Innovation (RDI) Scheme. On July 1, 2025 the Union Cabinet approved the RDI Scheme with a total outlay of ₹1 lakh crore over 6 years to incentivize private sector participation in research and development (R&D).

RDI Scheme aims to provide long-term financing at low interest rates to spur private sector investment in RDI. The scheme has been designed to overcome the constraints and challenges in funding of private sector and seeks to provide growth & risk capital to sunrise and strategic sectors to facilitate innovation, promote adoption of technology and enhance competitiveness. The main objectives of the RDI scheme are to 1) encourage the private sector to scale up research, development and innovation (RDI) in sunrise domains and in other sectors relevant for economic security, strategic purpose, and self-reliance, 2) finance transformative projects at higher levels of Technology Readiness Level (TRL) of 4 and above, 3) support acquisition of technologies which are critical or of high strategic importance, and 4) facilitate setting up of Deep-Tech of Funds.

VANDE BHARAT SLEEPER TRAINS IN KARNATAKA**530. SHRI P. C. MOHAN:**

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

- (a) the present status of the Vande Bharat Sleeper Train project, including the manufacturing timeline, expected routes and number of rakes under production;
- (b) whether the Government proposes to introduce Vande Bharat Sleeper Trains in Karnataka, particularly Bengaluru in the initial phases of deployment;
- (c) if so, the details of the proposed routes and schedules under consideration for operation from Bengaluru;
- (d) the advantages and features of the sleeper variant in comparison with existing premium trains such as Rajdhani and Duronto; and
- (e) the details of the steps being taken to ensure passenger safety, comfort and energy efficiency in these new trains and the expected date of launch for the first service involving Bengaluru?

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

(a) to (e) As the railway network straddles across State boundaries, trains are introduced, as per network requirement, across such boundaries. Introduction of new trains including Vande Bharat train services and its variants on any route/section 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.

Accordingly, on originating/terminating basis, 22 Vande Bharat services with Chair Cars, are serving various stations located in the State of Karnataka. Presently, 18 Vande Bharat services cater to the needs of the Bengaluru area. Besides, introduction of new train services, including Vande Bharat and its variants is an ongoing process on Indian Railways subject to operational feasibility, traffic justification, competing demands etc.

To cater to long and medium distance overnight travel, the Sleeper variant of Vande Bharat train has been indigenously designed. Two such rakes have been manufactured and are under trial/ commissioning.

The Vande Bharat Sleeper variant is having faster acceleration and deceleration with following features:

- Aerodynamic Exterior having car body made of Austenitic stainless steel conforming to the Crashworthiness standards.
- Fully Sealed Flexible Gangway for ease of movement of passengers between coaches.
- Train Collision Avoidance System (TCAS), Smoke/Fire Detection System (FDS).
- Under-slung Propulsion with Regenerative braking for

energy efficiency.

- CCTVs for safety and passenger surveillance.
- Integrated Berth Reading Light (BRL) with 3-PIN Charging socket & switch along with USB ports type A and type C.
- Passenger information & public address system for emergency talkback and Driver-Guard communication system.
- Noise insulation and mitigation measures for silent saloon space.
- Ergonomically designed odour free toilet systems evacuation with vacuum.
- Centrally controlled Automatic Sliding Plug Doors, Driver cab AC and Toilet for Crew.
- Interior materials / aggregates in the trainset compliant to the Fire standard requirements.
- LED lighting (Direct & Indirect Lighting) and Disaster management light, sensor based intercommunication door, fire barrier doors at end wall.
- Passenger Alarm Emergency push button switch and its indicator.
- Separate berths have been provided for all attendants and special berths and toilets for Passengers with Restricted Mobility (PRM).

AMENDED BHARAT NET PROGRAMME (ABNP)**531. SHRI B. K. PARTHASARATHI:**

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

- (a) the total number of Gram Panchayats (GPs) broadband networks selected for upgradation under Amended Bharat Net Programme (ABNP), State and district-wise for Andhra Pradesh;
- (b) the number of proposals received and approved for providing broadband connectivity to non-GP villages, year, State and district-wise for Andhra Pradesh;
- (c) the details of funds sanctioned and disbursed under ABNP by BSNL to State implementing agencies, State and year-wise;
- (d) the details of onboarding status of Project Implementation Agencies for operation and maintenance of BharatNet networks, State-wise;
- (e) the details regarding the criteria used to select BharatNet Udyamis (BNUs);
- (f) the number of BNUs engaged under ABNP, year, State and district-wise for Andhra Pradesh; and
- (g) the number of new home fiber connections activated by BNUs and the amount of incentive disbursed to BNUs for doing the same, State-wise?

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

- (a) Amended BharatNet Program (ABP) is proposed to be implemented under state led model in the state of Andhra Pradesh to connect the Gram

Panchayats (GPs) in ring topology and to connect non-GP villages on demand basis. The total of 1,692 of Gram Panchayats (GPs) broadband networks are under scope of work for upgradation under Amended BharatNet Program (ABP).

District-wise details are as follows:

S/N	District Name	Total Number of Gram Panchayats for Upgradation under ABNP
1	Alluri Sitharama Raju	196
2	Anakapalli	272
3	Annamayya	242
4	Chittoor	586
5	Tirupathi	396
	Total	1692

(b)and (c) Amended BharatNet Program (ABP) in Andhra Pradesh State is to be implemented by Special Purpose Vehicle (SPV) of Government of Andhra Pradesh as State Implementing Agency. The State SPV has to initiate the process for finalization of Project Implementing Agency (PIA) for ABP implementation that also includes the operation and maintenance of the BharatNet network and providing broadband connectivity to non-GP villages on demand basis. Funds for implementation of ABP will be disbursed by Digital Bharat Nidhi (DBN) to State SPV.

(d) Under the BSNL-led model, 12 packages have been finalized, and Project Implementation Agencies (PIAs) have been on boarded, covering a total of 18 States and Union Territories. Details are given in the enclosed **Statement-I**.

(e) Any local individual, entrepreneur, Self Help Group (SHG), Gram

Panchayat (GP), firm, or ISP can become a BharatNet Udyami (BNU) partner.

(f) The details for Number of BNUs engaged under ABP District-wise for Andhra Pradesh is as follows:

S/N	ANDHRA PRADESH, DISTRICT	TOTAL NUMBER OF BNU
1	ALLURI SITHARAMA RAJU	6
2	ANAKAPALLI	17
3	ANNAMAYYA	1
4	CHITTOOR	20
5	TIRUPATI	10
6	VISAKHAPATANAM	19
7	VISAKHAPATNAM	2
	GRAND TOTAL	75

(g) As on 30.09.2025, the State-wise details of new home fiber connections activated by BNUs and the amount of incentives disbursed to BNUs are enclosed as **Statement-II**.

STATEMENT-I

Details 12 packages finalized under the BSNL-led model

Package No	States & UT	Project Implementing Agencies
1	Madhya Pradesh, DD &DNH	M/s NCC Ltd
2	UP East	M/s RVNL
3	Karnataka, Goa, Puducherry	M/s Poly Cab
4	Uttarakhand	M/s NCC Ltd
5	UP West	M/s RVNL
6	Bihar	M/s Poly Cab

7	Himachal Pradesh	M/s ITI
8	West Bengal, A&N	M/s ITI
9	Punjab	M/s HFCL
10	J&K and Ladakh	M/s STL
11	NE-2 (Arunachal, Nagaland & Manipur)	M/s ITI
12	Kerala	M/s GR Infra projects Ltd

STATEMENT-II

State-wise details of new home fiber connections activated by BNUs and the amount of incentives disbursed to BNUs

STATE	NET CONNECTIONS	Amount of Subsidy incentive to BNU (in Rs @ 4400/- per FTTH)
PAN INDIA	65593	288609200
ANDAMAN AND NICOBAR ISLANDS	827	3638800
ANDHRA PRADESH	744	3273600
ASSAM	226	994400
BIHAR	2660	11704000
CHHATTISGARH	532	2340800
GUJARAT	772	3396800
HARYANA	6180	27192000

HIMACHAL PRADESH	312	1372800
JAMMU AND KASHMIR	229	1007600
JHARKHAND	904	3977600
KARNATAKA	2517	11074800
KERALA	21172	93156800
MADHYA PRADESH	1086	4778400
MAHARASHTRA	1057	4650800
MEGHALAYA	1	4400
NAGALAND	6	26400
ODISHA	599	2635600
PUDUCHERRY	177	778800
PUNJAB	16057	70650800
RAJASTHAN	1132	4980800
TAMIL NADU	12	52800
TELANGANA	622	2736800
THE DADRA AND NAGAR HAVELI AND DAMAN AND DIU	20	88000
TRIPURA	3	13200
UTTAR PRADESH EAST	1804	7937600
UTTAR PRADESH WEST	1706	7506400

UTTARAKHAND	858	3775200
WEST BENGAL	3378	14863200

DOMESTIC MANUFACTURING OF SOLAR MODULES AND WIND TURBINES

532. SHRI YADUVEER WADIYAR:

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

- (a) whether the Government has undertaken an assessment of storage of readiness, grid balancing infrastructure and power evacuation capacity across key renewable zones and if so, the details thereof;
- (b) the measures being taken to incentivize domestic manufacturing and R&D in solar modules, wind turbines and battery technologies under Aatmanirbhar Bharat; and;
- (c) whether the Government has identified specific States or clusters for accelerated renewable energy industrialisation linking energy availability with job creation and green manufacturing hubs 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) Yes, the Government has undertaken multiple assessments and planning initiatives related to storage readiness, grid-balancing infrastructure and power-evacuation capacity in key renewable energy zones. These include transmission planning up to 2030, development of new transmission lines and substations

under the Green Energy Corridor for renewable-power evacuation, establishment of Renewable Energy Management Centres (REMCs) for improved forecasting and real-time monitoring. Further, grid-stability measures including installation of STATCOMs and mandatory compliance with CEA's technical standards for grid connectivity also support integration and balancing of renewable power.

Energy storage systems (ESS) are required to manage the intermittency and its requirements as per the National Electricity Plan of Central Electricity Authority are give below:

Year	BESS	
	BESS	PSP
By 2029-30	41.65 GW	208.25 GWh
By 2031-32	18.98 GW	128.15 GWh
Total ESS	60.63 GW	336.4 GWh

(b) The Ministry of New and Renewable Energy (MNRE), Government of India, has been consistently bringing out policies to promote domestic manufacturing of solar energy equipment such as solar panels. Various initiatives taken for domestic manufacturing of solar & wind equipment, inter-alia, include those given in the enclosed **Statement**.

The Ministry is also implementing a "Renewable Energy Research and Technology Development Programme (RE-RTD)" through various research institutions and industry to develop indigenous technologies and manufacturing for widespread applications of new and renewable energy including solar

modules, wind turbines battery technologies and smart grids in efficient and cost-effective manner in the country.

(c) The Government of India proposed a scheme for “Setting up of Manufacturing Zones for Power and Renewable Energy Equipment”. As a pilot, Ministry of Power has sanctioned to set-up a Brownfield manufacturing zone with an outlay of Rs. 400 Crore over the years 2022-23 to 2026-27. Madhya Pradesh Industrial Development Corporation (MPIDC) was selected as the successful proposer for developing the Manufacturing Zone for Power and Renewable Energy Equipment (Pilot Project) at Mohasa Babai, Narmadapuram District, Madhya Pradesh. The zone facilitates green-manufacturing activities and generates direct and indirect employment through the creation of an integrated renewable-energy industrial ecosystem.

STATEMENT

A. Initiatives taken to encourage domestic solar manufacturing, inter-alia, include:

(i) Production Linked Incentive (PLI) Scheme: The Government of India is implementing the Production Linked Incentive (PLI) Scheme for High Efficiency Solar PV Modules, for achieving domestic manufacturing capacity of Giga Watt (GW) scale in High Efficiency Solar PV modules, with an outlay of Rs. 24,000 crore. Under the Scheme, Letters of Award have been issued for setting up of 48,337 MW of fully/ partially integrated solar PV module manufacturing units.

(ii) Domestic Content Requirement (DCR): Under some of the current schemes of the MNRE, namely CPSU Scheme Phase-II, PM-KUSUM

Components B & C, and PM Surya Ghar: Muft Bijli Yojana, wherein government subsidy is given, it has been mandated to source solar PV cells and modules from domestic sources.

(iii) Imposition of Basic Customs Duty on import of solar PV cells, modules, Solar Inverters and Solar Glass: The Government has imposed Basic Customs Duty (BCD) on import of solar PV cells, solar PV modules, solar inverters, and solar glass.

(iv) Exemption of Custom Duty on capital goods for manufacture of Solar Cells and Modules: The Government has exempted customs duty on import of the goods specified in List 41 of the notification No. 30/2024-Customs dated 23.07.2024, for the manufacturer of solar PV cells and modules.

B. Initiatives taken to encourage domestic wind manufacturing, inter-alia, include:

Ministry has put in place a procedure to enlist type and quality certified wind turbines under 'Approved List of Models & Manufacturers (Wind) (i.e. ALMM (Wind)). It mandates Hub and Nacelle assembly / manufacturing facility shall be in India. Further, an amendment to ALMM (Wind) issued mandating sourcing of Major Wind Turbine Components like blade, tower, Gearbox, Generator and Special Bearings (Yaw, Pitch and Main Bearing) only from manufacturing facilities enlisted in Approved List of Models & Manufacturers (Wind Turbine Components) after inspection. Presently, 14 Manufacturers with 33 models with capacity ranging from 225 kW – 5.2 MW are in the latest ALMM (Wind) list of the Ministry. The current annual production capacity of wind turbines in the country is around 20000 MW.

STATUS OF ROAD OVER BRIDGES (ROBS) PROJECTS IN KERALA**533. SHRI KODIKUNNIL SURESH:**

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

- (a) the details of all Road Over Bridge (ROB) construction projects sanctioned and ongoing in the State of Kerala including their location, division and implementing agency;
- (b) the funding pattern adopted for each project indicating whether it is 100 per cent funded by the Railways or implemented on a cost-sharing basis with the State Government or other agencies;
- (c) the status and stage of progress of each ROB project falling under Thiruvananthapuram, Madurai and Palakkad Divisions;
- (d) the target dates of completion and reasons for delay, if any; and
- (e) whether the Government has any plan to expedite pending ROB projects in Kerala to ensure public safety and traffic decongestion 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) Sanctioning and execution of works of Road Over Bridges/ Road Under Bridges (ROBs/RUBs) is a continuous and ongoing process on Indian Railways. Such works are prioritized and taken up on the basis of its impact on safety and mobility in train operations and impact on road users.

Nos. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-25 (Oct'25) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-25 (Oct'25)	13,653 Nos. (including 120 Nos. in the State of Kerala)

During current financial year 2025-26 (up to Oct'25), 02 Nos. of ROBs/RUBs have been constructed in the State of Kerala.

As on 01.11.2025, 127 Road Over Bridges (ROBs) across railways tracks have been sanctioned in Thiruvananthapuram, Madurai and Palakkad Divisions in the State of Kerala which are at various stages of planning and execution. Out of these works, 106 works are sanctioned on cost sharing basis and 21 Nos. works are on 100% Railways cost.

105 Nos. ROBs are delayed on account of the State Govt. The details are as under:

S.No.	Reason	ROBs (in No.)
1.	Delay in Land Acquisition by State Govt.	37
2.	Finalization of Alignment by State Govt.	63
3.	Law & order/ Public Protest/Court cases etc.	2
4.	Agency yet to be fixed	3

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular

project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Railways have taken following measures to expedite the progress of ROB/RUB works:

- (i) Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
- (ii) Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
- (iii) Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.
- (iv) ROB/RUB works are planned to be executed on a single entity basis by Railway wherever possible. In case any Road Owning authority/State Govt. wants, then Railway may permit them to execute the work on a single entity basis.

RAILWAY PROJECTS IN TELANGANA

534. SHRI ARVIND DHARMAPURI:

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

- (a) the details of the total budgetary allocation for railway projects in Telangana

for the fiscal years 2023-24 and 2024-25;

(b) the details of the number of railway stations in Telangana identified for upgradation under the Amrit Bharat Station Scheme, the total funds allocated for their redevelopment along with their present status; and

(c) the current status/total central investment/the revised timeline for the completion of the Railway Manufacturing Unit at Kazipet?

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

(a) to (c) Railway Infrastructure Projects falling fully/partly in the State of Telangana are covered under East Coast Railway (ECoR), South Central Railway (SCR) and South Western Railway (SWR) Zones of Indian Railways. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain.

As on 01.04.2025, 20 projects (6 New Lines and 14 Doubling), of total length of 2,165 Km, costing ₹35,045 crore falling fully/partly in the State of Telangana have been sanctioned, out of which, 547 km length has been commissioned and an expenditure of ₹11,549 crore has been incurred upto March, 2025. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2025 (in Km)	Total Exp. upto March, 2025 (Rs. in Cr.)
New Lines	6	840	245	4,611
Doubling/ Multi-tracking	14	1,326	303	6,939
Total	20	2,165	547	11,549

The details of outlay for infrastructure projects falling fully/partly in the State of Telangana is as under:

Period	Outlay
2023-24	Rs. 4,418 Cr.
2024-25	Rs. 5,336 Cr.
2025-26	Rs. 5,337 Cr.

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

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	87 km	-
2014-25	774 km	More than 8 times

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

S. No.	Project	Cost (Rs. in Cr.)
1	Peddapalli- Nizamabad new line (178 Km)	926
2	Jaggayyapeta- Janpahadnew line (48 Km)	737
3	Akkanapet – Medak new line (17 Km)	205
4	Bhadrachalam Road-Sattupalli new line (56 Km)	990
5	Raghavapuram-Mandamari Doubling (24 Km)	165
6	Raichur-Guntakal Doubling (81 Km)	388
7	Secunderabad- Mehboobnagar Doubling (85 Km)	1,266

8	Multi- Modal Transport System (MMTS) Phase-II, Hyderabad (103 Km)	1,156
9	Byepass line at Peddapalli (2 Km)	37

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

S.N	Name of Project	Cost (Cr)
1	Manoharabad-Kothapalli new line (151 km)	2,781
2	Malkangiri-Pandurangapuram new line (174 Km)	3,592
3	Kazipet -Vijaywada - 3rd line (220 km)	3,315
4	Kazipet -Ballarshah - 3rd line (202 km)	3,183
5	Guntur- Bibinagar Doubling (239 km)	2,853
6	Mudkhed - Medchal - Dhone Doubling (417 km)	4,686
7	Bhadrachalam Road – Dornakal Doubling (55 km)	770
8	Motumari-Vishnupuram doubling and RoR at Motumari (100 km)	1,596
9	Nashkal (Pindial)-Hasanparthi Road bypass (25 Km)	465
10	Secunderabad (Sanathnagar)- Wadi 3rd and 4th line (173 Km)	5,012
11	DornakalRail over Rail (RoR) Flyover (11 Km)	327

In last 3 years i.e. (2022-23, 2023-24, 2024-25) and current Financial Year i.e.2025-26, 57 surveys (18 New Line and 39 Doubling) covering a length of 5,672 km have been sanctioned falling fully/partly in the State of Telangana.

Execution of important infrastructure projects falling fully/partly in the State of Telangana is held up due to delay in land acquisition. Status of land acquisition in Telangana is as under:

Total Land required	2,343 Ha
Land Acquired	1,580 Ha (67%)
Balance Land to be acquired	764 Ha (33%)

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

SN	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)	Amount Paid to State (in Cr.)
1.	Guntur- BibinagarDoubling	31	0	31	40
2.	Mudkhed - Medchal&Mahbubnagar – DhoneDoubling	70	0	70	30
3.	Kazipet-Vijaywada 3rd line	135	118	17	159
4.	Manoharabad – Kothapalli New Line	1146	1050	96	-

Government of Telangana has to provide land free of cost for Manoharabad – Kothapalli new line. From Manoharabad to Siddipet, 76 km has already been commissioned. Siddipet – Siricilla (31km) section out of 151 km is pending since January 2025 is targeted for commissioning in FY 2025-26. However, for Forest land diversion in 2.1 km near Siricilla, Rs 10.10 Cr was demanded in Jan-25 but money required has not yet been deposited by Telangana Govt. till date. Commissioning of Siddipet – Siricilla (31km) is held up due to this account.

04 projects in Telangana have been sanction on cost sharing basis at a cost of Rs 4,704 Cr Share of Telangana Government in these projects is Rs.2,181 Cr. Telangana had to deposit Rs 1,708 Cr to Ministry of Railways for

these cost sharing projects. However they have deposited only Rs 894 Cr. Thus there is a shortfall of Rs 814 Cr which is adversely affecting progress of works.

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.

Station Re-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 the stations. The master planning includes:

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

- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

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

So far, 1337 stations, including 40 stations located in the state of Telangana have been identified for development under Amrit Bharat Station Scheme. The name of stations identified for development under Amrit Bharat Station Scheme in the state of Telangana are as following:

State	No. of Stations	Name of Stations
Telangana	40	Adilabad, Basar, Begumpet, Bhadrachalam Road, Gadwal, Hafizpeta, Hi-tech city, Huppuguda, Hyderabad, Jadcherla, Jangaon, Kacheguda, Kamareddi, Karimnagar, KazipetJn, Khammam, Lingampalli, Madhira, Mahbubabad, Mahbubnagar, Malakpet, MalkajgiriJn, Manchiryal, Medak, Medchal, Miryalaguda, Nalgonda, NizamabadJn, PeddapalliJn, Ramagundam, Secunderabad, Shadnagar, Sri BalaBrahmeswaraJogulamba, Tandur, Umdanagar, Vikarabad, Warangal, Yadadri, Yakutpura, Zahirabad

Development works at railway stations under Amrit Bharat Station Scheme in the state of Telangana have been taken up at a good pace. Till now, phase-

1 works of 3 stations (Begumpet, Karimnagar and Warangal) in the state of Telangana have been completed under this scheme. The works at other stations have also been taken up at good pace and progress of some of the stations is as given below:

- **Basar station:** The works of improvement of platform surfacing and platform wall have been completed. The works of improvement of circulating area, platform shelter and waiting hall have been taken up.
- **Khammam station:** The works of platform shelter, general waiting hall, retiring room and improvement to AC lounge have been completed. The works of Foot Over Bridge, lifts, escalator, station building and circulating area have been taken up.
- **Sri Bala Brahmeswara Jogulamba station:** The works of platform raising, platform extension, improvement of station building, circulating area, platform shelters and Divyangjan facilities have been completed. The finishing works have been taken up.
- **Hafizpeta station:** The works of station building, booking office, waiting hall, and toilet have been completed. The works of platform shelter, platform surfacing, circulating area, signages, lift, escalator, 12 m Foot Over Bridge and Divyangjan facilities have been taken up.
- **Kazipet Junction station:** The works of platform shelters, improvement of existing general waiting hall, toilet, lift and escalator have been completed. The works of improvement of station building, AC waiting

hall, circulating area, parking area and Foot OverBridge 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 higher category of station over lower category of station while sanctioning and executing the works.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, air-port 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. Therefore, no time frame can be indicated at this stage.

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. The state of Telangana is covered under the jurisdiction of South Central Railway and for this zone, an allocation of ₹ 863 crore has been made for the financial year 2025-26, out of which an expenditure (up to October, 2025) of ₹ 664.27 crore has been incurred so far.

Manufacturing unit at Kazipet

Indian Railways has planned to develop a Railway Manufacturing Unit at Kazipet, Telangana at a cost of Rs.521.36 crore which will be capable of manufacturing and maintaining a variety of modern Rolling Stocks. Significant progress has been made, with the civil and electrical infrastructure nearing completion and the majority of the machinery and plants delivered.

राजस्थान के विभिन्न जिलों में पाए गए खनिज

535. श्री हनुमान बेनीवाल:

क्या खान मंत्री यह बताने की कृपा करेंगे कि:

(क) गत पांच वर्षों के दौरान सरकार द्वारा किए गए अन्वेषण में राजस्थान के किन-किन जिलों में खनिज भंडार पाए गए हैं तथा पाए गए खनिजों का ब्यौरा क्या है;

(ख) क्या सरकार ने वर्ष 2025 में विभिन्न महत्वपूर्ण खनिज ब्लॉकों की ई-नीलामी के संबंध में अधिसूचना जारी की है;

(ग) यदि हाँ, तो तत्संबंधी राज्य और स्थान-वार ब्यौरे सहित इसके अंतर्गत शामिल विभिन्न खनिजों का ब्यौरा क्या है;

(घ) क्या सरकार का राजस्थान के नागौर जिले के डेगाना कस्बे में टंगस्टन, लिथियम आदि जैसे खनिजों का खनन शीघ्रातिशीघ्र शुरू करने और क्षेत्र में खनन उद्योग स्थापित करने के लिए कोई

ठोस कदम उठाने का विचार है; और

(ड) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और इस संबंध में सरकार की क्या प्रतिक्रिया है?

कोयला मंत्री; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) पिछले पांच वर्षों में, अर्थात् 2020-21 से 2024-25 तक, खान मंत्रालय के अधीन भारतीय भूवैज्ञानिक सर्वेक्षण (जीएसआई) ने राजस्थान के विभिन्न जिलों में आधार धातु, स्वर्ण, चूना पत्थर, दुर्लभ मृदा तत्व (आरईई), निकल, टंगस्टन, पोटाश, मैंगनीज आदि जैसे खनिजों के लिए 273 गवेषण परियोजनाएं शुरू कीं। एमएमडीआर संशोधन अधिनियम, 2015 के बाद से, जीएसआई ने राजस्थान के विभिन्न जिलों में चूना पत्थर, आधार धातु, स्वर्ण, आरईई, ग्लूकोनाइट, नाइओबियम-टैंटालम, मैंगनीज, लिथियम, टंगस्टन, पोटाश, चांदी आदि जैसे खनिज संसाधनों में वृद्धि की है और ब्यौरा संलग्न **विवरण -I** में दिया गया है।

(ख) और (ग) जी हां। केंद्र सरकार ने पांचवें और छठे चरण के तहत वर्ष 2025 में विभिन्न महत्वपूर्ण खनिज ब्लॉकों की ई-नीलामी के संबंध में अधिसूचनाएं जारी की हैं। ब्यौरा संलग्न **विवरण -II** में दिया गया है।

(घ) और (ड) केंद्र सरकार ने खनन पट्टे के रूप में दिनांक 16.09.2025 को डेगाना तहसील में स्थित "आरएएमबी डेगाना टंगस्टन, लिथियम और संबंधित खनिज ब्लॉक" की नीलामी के लिए छठे चरण के तहत निविदा आमंत्रण सूचना (एनआईटी) जारी की है।

सवाई माधोपुर - करौली							159.27												
पाली								0.24	0.38										
अलवर														42.78			4.19		3.34
अलवर- दौसा														1.62					
बांसवाड़ा														4.55			4.11		
चित्तौड़गढ़														0.88					
झुंझुनू														16.7					
राजसमंद														0.79				0.13	
उदयपुर														1.41					
भीलवाड़ा														27.12	2.84				
जैसलमेर																5021.17			
कुल	83.59	40.19	23.28	6.42	0.73	236.27	159.27	20.36	23.01	0.15	52.52	0.35	0.71	158.81	2.84	5021.46	11.73	0.13	3.34

विवरण-II

केंद्र सरकार द्वारा 2025 में पांचवें और छठे चरण के तहत विभिन्न महत्वपूर्ण खनिज ब्लॉकों की ई-नीलामी के संबंध में जारी अधिसूचना का राज्य और स्थान-वार ब्यौरा पांचवा चरण

क्र. सं.	ब्लॉक का नाम	खनिज	राज्य	जिला	एमएल /सीएल
1.	ओरंगा-रेवतीपुर ग्रेफाइट और वैनैडियम ब्लॉक	ग्रेफाइट और वैनैडियम	छत्तीसगढ़	बलरामपुर-रामानुजगंज	एमएल
2.	कटेसर-गुनेरी ग्लौकोनाइट ब्लॉक	ग्लौकोनाइट	गुजरात	कच्छ	सीएल
3.	सालेपाली ग्रेफाइट ब्लॉक	ग्रेफाइट	ओडिशा	बलांगीर	सीएल
4.	खोबना और अगरगांव क्लस्टर टंगस्टन ब्लॉक	टंगस्टन	महाराष्ट्र	नागपुर	एमएल
5.	मिनचेरी आरईई ब्लॉक	आरईई	कर्नाटक	रायचूर	सीएल
6.	गनाचरपुरा ग्रेफाइट ब्लॉक	ग्रेफाइट	कर्नाटक	कोलार	सीएल
7.	सूरजपुरा फॉस्फोराइट ब्लॉक	फास्फोराइट	मध्य प्रदेश	छतरपुर	सीएल
8.	केलेंडा ग्लौकोनाइट ब्लॉक	ग्लौकोनाइट	छत्तीसगढ़	महासमुंद	सीएल
9.	रायपुरा फॉस्फोराइट और चूना पत्थर ब्लॉक	फास्फोराइट और चूना पत्थर	छत्तीसगढ़	बालोद	सीएल
10.	सेम्हारडीह फॉस्फोराइट और चूना पत्थर ब्लॉक	फास्फोराइट और चूना पत्थर	छत्तीसगढ़	बालोद	सीएल
11.	डोम्बराहल्ली फॉस्फेट और आरईई ब्लॉक	फॉस्फेट और आरईई	कर्नाटक	कोप्पल	सीएल
12.	होलालकेरे - डोड्डाघट्टा निकल और पीजीई ब्लॉक	निकल और पीजीई	कर्नाटक	हसन	सीएल

13.	झंडावली - सतीपुरा अमलगमेटेड पोटाश और हैलाइट ब्लॉक	पोटाश और हैलाइट	राजस्थान	हनुमानगढ़	सीएल
14.	जोरकियान-सतीपुरा-खुंजा अमलगमेटेड पोटाश और हैलाइट ब्लॉक	पोटाश और हैलाइट	राजस्थान	हनुमानगढ़	सीएल
15.	नवाटोला-लाबंद आरईई ब्लॉक	आरईई (दुर्लभ मृदा तत्व)	उत्तर प्रदेश	सोनभद्र	सीएल

छठा चरण

क्र. सं.	ब्लॉक का नाम	खनिज	राज्य	जिला	एमएल/ सीएल
1.	लक्ष्मीपुरम कोबाल्ट और मैंगनीज ब्लॉक	कोबाल्ट और मैंगनीज	आंध्र प्रदेश	विजयनगरम	सीएल
2.	पाक्रो वैनेडियम और ग्रेफाइट ब्लॉक	वैनेडियम, ग्रेफाइट	अरुणाचल प्रदेश	पक्के केसांग	सीएल
3.	सितो सिखे वैनेडियम और ग्रेफाइट ब्लॉक	वैनेडियम, ग्रेफाइट	अरुणाचल प्रदेश	केयी पन्योर (पहले निचला सुबनसिरी)	सीएल
4.	चित्तलनार-कुमाकोलेंग टिन अयस्क ब्लॉक	टिन अयस्क (कैसिटेराइट) और संबद्ध खनिज (टैंटालम, नाइओबियम)	छत्तीसगढ़	सुकमा और बस्तर	सीएल
5.	सिसकारी पट टाइटेनियम, बॉक्साइट और संबद्ध खनिज ब्लॉक	टाइटेनियम, बॉक्साइट और संबद्ध खनिज (वैनेडियम, गैलियम, आदि)	झारखंड	लोहरदगा	सीएल
6.	गुंडलुपेट आरईई और यिट्रियम ब्लॉक	आरईई और यिट्रियम	कर्नाटक	चामराजनगर	एमएल
7.	कवलपुर आरईई और	आरईई और आरएम	महाराष्ट्र	नागपुर	सीएल

क्र. सं.	ब्लॉक का नाम	खनिज	राज्य	जिला	एमएल/ सीएल
	आरएम ब्लॉक				
8.	भारतबहाल ग्रेफाइट, मैंगनीज और संबंधित खनिज ब्लॉक	ग्रेफाइट, मैंगनीज और संबंधित खनिज (वैनेडियम)	ओडिशा	बलांगीर	सीएल
9.	कनैताल ग्रेफाइट, मैंगनीज और संबद्ध खनिज ब्लॉक	ग्रेफाइट, मैंगनीज और संबंधित खनिज (वैनेडियम, कोबाल्ट)	ओडिशा	बलांगीर	सीएल
10.	लारम्भा ग्रेफाइट, मैंगनीज और संबद्ध खनिज ब्लॉक	ग्रेफाइट, मैंगनीज और संबद्ध खनिज (वैनेडियम, कोबाल्ट)	ओडिशा	बलांगीर	सीएल
11.	शेरगढ़-शेरावाला-रामसरा- दलमीरखेड़ा पोटाश और हैलाइट ब्लॉक	पोटाश और हैलाइट	पंजाब	फाजिल्का	सीएल
12.	भाटीखेड़ा आरईई, नाइओबियम और ज़िरकोनियम ब्लॉक	आरईई, नाइओबियम और ज़िरकोनियम	राजस्थान	बालोतरा	एमएल
13.	निम्बली रॉक फॉस्फेट ब्लॉक	रॉक फॉस्फेट	राजस्थान	जैसलमेर	सीएल
14.	आरएमबी डेगाना टंगस्टन, लिथियम और संबद्ध खनिज ब्लॉक	टंगस्टन, लिथियम और संबद्ध खनिज (रुबिडियम, नाइओबियम, टिन)	राजस्थान	नागौर	एमएल
15.	गुग्रोट के दक्षिण-पूर्व में आरईई और नाइओबियम ब्लॉक	आरईई और नाइओबियम	राजस्थान	बाड़मेर	सीएल
16.	गोविंदपुर वैनेडियम, टाइटेनियम और एल्युमिनियम लेटराइट ब्लॉक	वैनेडियम, टाइटेनियम और एल्युमिनियम लेटराइट	तेलंगाना	संगारेड्डी	सीएल
	पर्वतपुर वैनेडियम,	वैनेडियम, टाइटेनियम	तेलंगाना	संगारेड्डी	सीएल

क्र. सं.	ब्लॉक का नाम	खनिज	राज्य	जिला	एमएल/ सीएल
17.	टाइटेनियम और एल्युमिनियम लेटराइट ब्लॉक	और एल्युमिनियम लेटराइट			
18.	कथ्यूर फॉस्फेट ब्लॉक	रॉक फॉस्फेट	उत्तराखंड	देहरादून	सीएल
19.	सुरहरिया-बसोहा टाइटेनियम, बॉक्साइट और एल्युमिनस लेटराइट ब्लॉक	टाइटेनियम, बॉक्साइट और एल्युमिनियम लेटराइट	उत्तर प्रदेश	चंदौली	सीएल
20.	बेकु दुर्लभ धातु ब्लॉक	दुर्लभ धातुएं (सीज़ियम, लिथियम, रुबिडियम)	पश्चिम बंगाल	पुरुलिया	सीएल
21.	कालापाथर-रघुडीह आरईई और आरएम ब्लॉक	आरईई और आरएम	पश्चिम बंगाल	पुरुलिया	सीएल
22.	मिनचेरी आरईई ब्लॉक	आरईई	कर्नाटक	रायचूर	सीएल
23.	खोबना और अगरगांव क्लस्टर टंगस्टन ब्लॉक	टंगस्टन अयस्क	महाराष्ट्र	नागपुर	एमएल

APPLICATIONS OF SPACE TECHNOLOGY IN VARIOUS SECTORS

536. SHRI VE. VAITHILINGAM:

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

- whether applications of space technology across various sectors such as agriculture, disaster management, urban planning and telecommunications is currently limited;
- If so, the details of the initiatives and funding mechanisms undertaken by the Government including technology adoption funds and public-

private partnership schemes to boost the use of space technology in these sectors;

- (c) The progress made in fostering innovation and startups in the space ecosystem and the expected impact on India's space economy growth targets; and
- (d) The planned measures for creating awareness and capacity building among State Governments and Union Territory's including industries and other stakeholders to utilise satellite-enabled services effectively?

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) Space technology is extensively used in India for applications across various domains such as agriculture, disaster management, urban planning etc. In the agriculture domain, the major applications developed include pre-harvest acreage & production estimation for major crops, mapping & assessment of horticulture crops, crop intensification for optimal utilization of post-kharif rice fallow areas under National Food Security Mission, drought monitoring & management, crop yield estimation under PMFBY scheme etc. Space technology utilisation is operationalised in MoA&FW with the establishment of Mahalanobis National Crop Forecast Centre (MNCFC).

Similarly, satellite data is used for disaster management support for

various disasters such as cyclones, floods, forest fire, landslides, earthquakes, GLOF, and agricultural drought. Data of Indian satellites viz., INSAT-3DR & 3DS and EOS-06 are being used by IMD for monitoring tropical cyclones in the Northern Indian Ocean, and for generating early warning of cyclogenesis, track, intensity as well as landfall time & location. ISRO provides flood inundation maps derived from multi-sensor satellite data during floods (riverine or cyclonic) to concerned State Disaster Management Authority for disaster management support. Flood hazard zonation (for six major flood prone states) and spatial flood early warning models (for Godawari & Tapi basins) have also been developed. Mapping of Glacial Lakes (>0.25ha area) in the Himalaya and GLOF risk modelling of 15 prioritised Glacial Lakes have also been done by ISRO under the National Hydrology Project of MoJS. ISRO disseminates active forest fire detections, six to eight times daily, during the forest fire season to FSI/ MoEF&CC and the State Governments for forest fire management. Forest fire burnt area is also mapped for major forest fires. ISRO generates satellite data-based inventory of landslides and carries out damage assessment for landslides and earthquakes. National Geospatial Drought portal has been developed on VEDAS Geoportal of SAC/ ISRO, jointly with MoA&FW, following the drought manual 2020. It provides fortnightly assessment of drought through various triggers at taluka & district levels.

Very High Resolution Satellite data is being used for creation of urban geospatial database under the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) project of MoH&UA for potential utilisation in the urban

master plan preparation.

Over the years, ISRO is taking the lead in providing the space technology/applications across various sectors such as agriculture, disaster management, urban planning and telecommunications. The participation of Indian private industry, which is in nascent stage in space technology/application, is vital for meeting the increasing demand for space-based solutions by developing space as well as ground applications leveraging India's human capital.

(b) The Government of India, through IN-SPACe, has launched key initiatives to support private industry in developing space technologies/applications for sectors such as agriculture, disaster management, urban planning, and telecommunications. A Joint Working Group identifies use cases for pilot projects funded through IN-SPACe Seed fund. Technology Adoption Fund offers up to 60% funding for Startups/MSMEs and 40% for large industries, capped at ₹25 crores, to promote commercialization. IN-SPACe has also engaged industry partners to develop an indigenous Earth Observation system under a PPP model.

(c) Space reforms have significantly increased the number and diversity of Indian space startups, many progressing toward commercial launch services, satellite manufacturing, Earth observation constellations, data analytics, SATCOM, and PNT applications. Companies like Skyroot and Agnikul are advancing in orbital launch capabilities and Ananth Technologies is developing a private communication satellite, with indigenous technologies. Growing private participation is poised to expand India's space economy by 2033 through greater investment, high-tech exports, skilled jobs, and a stronger global market presence.

(d) To accelerate the adoption of satellite-enabled services across governance and industry, IN-SPACe launched the ‘Space Applications Adoptions Workshop’ (SAAW). Nine thematic and regional workshops have been conducted, including those focused on the North-East, agriculture, defence, disaster mitigation, and various states. IN-SPACe has organized structured training, outreach, technical handholding, and capacity-building programs. Additionally, the Department of Space conducted National Space Meet 2.0 to sensitise State Departments and Ministries on applications in connectivity, agriculture, disaster management, and urban development.

DECENTRALIZED SOLAR MICRO-GRIDS

537. SHRI MADDILA GURUMOORTHY:

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

- (a) whether the Government proposes to set up decentralized solar micro-grids in disaster-prone areas of Tirupati district of Andhra Pradesh;
- (b) if so, the details of locations identified;
- (c) whether such projects would power relief shelters, cold storage units and irrigation pumps during grid failures and if so, the details thereof;
- (d) whether the Government has coordinated with the State of Andhra Pradesh to pilot such models; and
- (e) if so, the details of the proposed timeline for implementation?

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) No such proposal is under consideration.

**INCENTIVES TO SURPLUS RENEWABLE ENERGY
PRODUCING STATES**

538. SHRI MURASOLI S.:

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

- (a) whether the Government has incentivized the surplus new and renewable energy producing States in the country;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) the details of the new and renewable energy capacity installed and generated across the country, State-wise; and
- (d) the funds allocated and disbursed to various new and renewable energy power projects during the last five years, project and State-wise?

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

- (a) and (b) At present there is no specific provision to incentivise States for generating surplus renewable energy in the country. However, the Government is implementing various schemes and programmes, which are mostly demand driven, providing financial support and incentives for installation of renewable energy projects by states/UTs. The states/UTs can avail financial support and incentives through participation in these schemes and programmes. Further, the economy of the home State where renewable energy plants are set up already gains by way of increased business, higher employment, etc.
- (c) The source-wise and State-wise renewable energy capacity installed in the

country as on 31.10.2025 is given in the enclosed **Statement-I**. And, the source-wise and State-wise renewable energy generated in the country during FY 2025-26 (Upto October, 2025) is given in the enclosed **Statement-II**.

(d) Most of the schemes and programmes being implemented by the Ministry of New & Renewable Energy are demand driven, and therefore, State-wise funds allocation is not made. The details of funds released under major ongoing schemes/ programme of the Ministry during the last five years are given in the enclosed **Statement-III**.

STATEMENT-I

Source-wise and State-wise renewable energy capacity installed in the country as on 31.10.2025

S. No.	States/ UTs	Small Hydro Power	Wind Power	Bio Power	Solar Power	Large Hydro	Total RE
		(MW)	(MW)	(MW)	(MW)	(MW)	(MW)
1	Andhra Pradesh	163.31	4397.78	594.02	5925.61	3290.00	14370.72
2	Arunachal Pradesh	140.61		0.00	15.42	1115.00	1271.03
3	Assam	34.11		2.00	319.81	350.00	705.92
4	Bihar	70.70		140.22	411.14		622.06
5	Chhattisgarh	100.90		285.42	1621.66	120.00	2127.98
6	Goa	0.05		1.94	69.54		71.53
7	Gujarat	113.30	14493.38	129.85	24143.16	1990.00	40869.69
8	Haryana	73.50		325.67	2434.40		2833.57
9	Himachal Pradesh	1000.71		10.20	310.28	11421.02	12742.21
10	Jammu & Kashmir	189.93		0.00	79.41	3360.00	3629.34
11	Jharkhand	4.05		20.14	230.74	210.00	464.93
12	Karnataka	1284.73	8193.29	1916.05	10592.12	3689.20	25675.39
13	Kerala	276.52	71.52	2.50	1973.80	1964.15	4288.49
14	Ladakh	45.79		0.00	11.40	89.00	146.19
15	Madhya Pradesh	123.71	3448.15	155.46	5723.77	2235.00	11686.09
16	Maharashtra	384.28	5716.31	2998.30	16137.25	3047.00	28283.14
17	Manipur	5.45		0.00	17.52	105.00	127.97
18	Meghalaya	55.03		13.80	4.28	322.00	395.11
19	Mizoram	45.47		0.00	31.69	60.00	137.16
20	Nagaland	32.67		0.00	3.17	75.00	110.84

21	Odisha	140.63		64.22	748.38	2154.55	3107.78
22	Punjab	176.10		576.59	1539.85	1096.30	3388.84
23	Rajasthan	23.85	5208.75	207.52	35337.88	411.00	41189.00
24	Sikkim	55.11		0.00	7.56	2282.00	2344.67
25	Tamil Nadu	123.05	11938.34	1046.62	11471.94	2178.20	26758.15
26	Telangana	90.87	128.10	221.67	5033.50	2405.60	7879.74
27	Tripura	16.01		0.00	34.22		50.23
28	Uttar Pradesh	50.60		2310.39	3798.04	501.60	6660.63
29	Uttarakhand	233.82		149.57	837.70	4535.35	5756.44
30	West Bengal	98.50		351.86	320.62	1341.20	2112.18
31	Andaman & Nicobar Islands	5.25		0.00	31.42		36.67
32	Chandigarh			0.00	78.85		78.85
33	Dadra & Nagar Haveli and Daman & Diu			3.75	129.40		133.15
34	Delhi			85.17	373.30		458.47
35	Lakshadweep			0.00	6.57		6.57
36	Puducherry			0.00	73.41		73.41
37	Others		4.30	0.00	45.01		49.31
	Total (MW)	5158.61	53599.92	11612.93	129923.82	50348.17	250643.45

STATEMENT-II

**Source-wise and State-wise renewable energy capacity generated in the
country during 2025-26 (Upto October, 2025)**

(All fig. in Million Units)									
S. No.	Name of State/UT	Wind	Solar	Biomass	Bagasse	Small Hydro	Large Hydro*	Others	Total
1	Andaman & Nicobar Islands	0.00	9.17	0.00	0.00	10.72	0.00	0.00	19.90
2	Andhra Pradesh	6905.17	4556.46	8.23	12.27	198.26	3948.50	214.26	15843.14
3	Arunachal Pradesh	0.00	1.87	0.00	0.00	0.27	3369.53	0.00	3371.67
4	Assam	0.00	183.06	0.00	0.00	111.28	1095.55	0.22	1390.11
5	Bihar	0.00	190.37	0.00	1.16	14.07	0.00	0.00	205.60
6	Chandigarh	0.00	4.84	0.00	0.00	0.00	0.00	0.00	4.84
7	Chhattisgarh	0.00	922.41	849.49	0.00	195.99	259.17	0.00	2227.06
8	Dadra and Nagar Haveli and Daman	0.00	11.73	7.39	0.00	0.00	0.00	0.00	19.12

(All fig. in Million Units)									
S. No.	Name of State/UT	Wind	Solar	Biomass	Bagasse	Small Hydro	Large Hydro*	Others	Total
	and Diu								
9	Delhi	0.00	120.48	0.00	0.00	0.00	0.00	301.10	421.57
10	Goa	0.00	33.31	0.00	0.00	0.00	0.00	4.75	38.06
11	Gujarat	23584.86	12620.44	53.17	0.00	94.80	4823.36	0.00	41176.64
12	Haryana	0.00	836.10	205.01	53.52	119.66	0.00	35.62	1249.91
13	Himachal Pradesh	0.00	111.23	0.00	0.00	2159.72	34983.21	0.00	37254.16
14	Jammu & Kashmir	0.00	0.00	0.00	0.00	333.39	12903.33	0.00	13236.72
15	Jharkhand	0.00	10.29	0.00	0.00	9.73	119.27	0.00	139.29
16	Karnataka	12994.05	9397.54	27.29	1318.05	2208.94	9641.77	0.00	35587.64
17	Kerala	98.55	1219.51	0.00	0.00	711.82	6469.04	55.38	8554.30
18	Ladakh	0.00	0.00	0.00	0.00	0.00	362.04	0.00	362.04
19	Lakshadweep	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.05
20	Madhya Pradesh	3513.47	4215.12	35.29	22.56	307.47	5830.08	27.80	13951.79
21	Maharashtra	6571.24	5247.21	149.05	217.89	591.93	3357.92	36.78	16172.02
22	Manipur	0.00	5.03	0.00	0.00	0.00	402.49	0.00	407.52
23	Meghalaya	0.00	0.00	0.00	0.00	93.28	760.81	0.00	854.09
24	Mizoram	0.00	19.78	0.00	0.00	12.21	204.48	0.00	236.48
25	Nagaland	0.00	0.00	0.00	0.00	72.61	192.08	0.00	264.69
26	Odisha	0.00	492.38	51.68	0.00	427.78	4768.89	0.00	5740.72
27	Puducherry	0.00	7.14	0.00	0.00	0.00	0.00	0.00	7.14
28	Punjab	0.00	848.91	385.30	67.61	318.53	2812.12	0.00	4432.47
29	Rajasthan	5279.09	34888.69	427.81	0.00	2.19	478.85	0.00	41076.63
30	Sikkim	0.00	0.00	0.00	0.00	7.21	2137.85	0.00	2145.06
31	Tamil Nadu	19991.27	11154.65	0.00	119.72	201.76	3988.98	0.00	35456.38
32	Telangana	212.64	3774.30	8.63	0.01	45.05	5514.04	146.27	9700.94
33	Tripura	0.00	6.23	0.00	0.00	0.00	0.00	0.00	6.23
34	Uttar Pradesh	0.00	3080.79	60.44	243.65	52.03	1321.56	23.31	4781.77
35	Uttarakhand	0.00	193.55	0.00	144.97	206.15	11998.62	0.00	12543.29
36	West Bengal	0.00	236.85	0.00	0.00	122.12	1859.35	857.11	3075.42
	All India Total	79150.35	94399.47	2268.76	2201.40	8628.98	123602.89	1702.57	311954.42
* Large hydro generation Excluding Import from Bhutan									

Source : Central Electricity Authority (CEA)

STATEMENT-III**State-wise details of Funds released under Major Ongoing Schemes/ Programmes during last five years****State-wise details of Funds released during FY 2020-21**

Rs. in Crore

S. No.	State/ UTs	Solar Parks	CPSU	Rooftop Solar	PM-KUSUM	Waste to Energy	GEC	Biomass	Biogas
1	Andaman & Nicobar Islands			0.4					0.06
2	Andhra Pradesh			33.1			23.53		5.50
3	Arunachal Pradesh								
4	Assam								3.10
5	Bihar			1.5					
6	Chandigarh			0.8					
7	Chhattisgarh								
8	Dadra & Nagar Haveli and Daman & Diu								
9	Delhi		1.05	22.2					
10	Goa								0.05
11	Gujarat		26.60	52.3	3.95	4.72	24.57		0.17
12	Haryana			4.1	51.33				
13	Himachal Pradesh			20.6	2.80		48.54		
14	Jammu & Kashmir			4.9					
15	Jharkhand				16.05				
16	Karnataka				1.26		57.35	2.25	4.63
17	Kerala	6.74		11.7					0.65
18	Ladakh								
19	Lakshadweep								
20	Madhya Pradesh			31.3					5.03
21	Maharashtra			58.3		2.53		3.97	3.73
22	Manipur			4	0.36				
23	Meghalaya				0.28				0.10
24	Mizoram								
25	Nagaland								
26	Odisha				0.77				0.35

S. No.	State/ UTs	Solar Parks	CPSU	Rooftop Solar	PM-KUSUM	Waste to Energy	GEC	Biomass	Biogas
27	Puducherry								
28	Punjab			6.9	8.28				3.08
29	Rajasthan	61.44	485.10	22	52.06		5.53		0.22
30	Sikkim								
31	Tamil Nadu		80.50	4.4					2.56
32	Telangana		27.00	20.7		0.32			
33	Tripura			0.5	3.96				
34	Uttar Pradesh			19.9	15.34				0.35
35	Uttarakhand			4.6					0.46
36	West Bengal								
	Total	68.18	620.25	324.20	156.44	7.57	159.52	6.22	30.04
	Others*			142.2					

*SECI/REC/PSUs/Govt Deptts

Note: In addition to the above, funds have also been released towards committed liabilities under old schemes of the Ministry relating to SHP, Wind Energy, Solar Off-grid, Solar VGF Schemes, etc.

State-wise details of Funds released during FY 2021-22

Rs. in Crore

S. No.	State/ UTs	Solar Parks	CPSU	Rooftop Solar	PM-KUSUM	Waste to Energy	GEC	Biomass	Biogas
1	Andaman & Nicobar Islands								
2	Andhra Pradesh			2.1		50.55		0.99	0.88
3	Arunachal Pradesh								
4	Assam			0.4					0.31
5	Bihar							1.75	0.15
6	Chandigarh								
7	Chhattisgarh			1.2					1.97
8	Dadra & Nagar Haveli and Daman & Diu								
9	Delhi			26.2					
10	Goa			3.6					
11	Gujarat	28.00		1214.7		13.96			1.29
12	Haryana			7.7	161.12	5.05		1.05	

S. No.	State/ UTs	Solar Parks	CPSU	Rooftop Solar	PM-KUSUM	Waste to Energy	GEC	Biomass	Biogas
13	Himachal Pradesh			13.8					
14	Jammu & Kashmir			20.2					
15	Jharkhand			6.6					
16	Karnataka	40.00				0.93		2.70	0.34
17	Kerala			36.3				0.79	0.45
18	Ladakh								
19	Lakshadweep								
20	Madhya Pradesh	50.84					73.16	1.27	1.66
21	Maharashtra			63.1	9.60	2.47		0.75	0.18
22	Manipur			4.7					
23	Meghalaya								
24	Mizoram	0.48							
25	Nagaland								
26	Odisha							0.13	
27	Puducherry								
28	Punjab			16.6	23.70				
29	Rajasthan	87.16		10.4	153.49		2.25		
30	Sikkim								
31	Tamil Nadu				20.30		59.26	0.02	
32	Telangana		27.37	16.1		2.02		1.20	
33	Tripura				7.36				
34	Uttar Pradesh	0.85		5.9	13.73	0.04		3.83	
35	Uttarakhand			10.6					
36	West Bengal					0.02			
	Total	207.33	27.37	1460.20	389.30	75.04	134.67	14.48	7.23
	Others*			22.1	16.75				

*SECI/REC/PSUs/Govt Deptts

Note : In addition to the above, funds have also been released towards committed liabilities under old schemes of the Ministry relating to SHP, Wind Energy, Solar Off-grid, Solar VGF Schemes, etc.

State-wise details of Funds released during FY 2022-23

Rs. in Crore

S. No.	State/ UTs	Solar Parks	CPSU	Rooftop Solar	PM KUSUM	Biomass	Biogas	Waste to Energy	GEC
1	Andaman & Nicobar Islands								
2	Andhra Pradesh			5.6				50.47	
3	Arunachal Pradesh				0.82				
4	Assam			4.9			0.11		
5	Bihar		1.75						
6	Chandigarh			2					
7	Chhattisgarh			3.3			3.70		
8	Dadra & Nagar Haveli and Daman & Diu		1.50						
9	Delhi			10.85					
10	Goa								
11	Gujarat	522.17		1040.21	7.83			1.38	27.97
12	Haryana			14.72	137.95			3.53	
13	Himachal Pradesh			11.7	5.85				4.02
14	Jammu & Kashmir			1.2	15.69				
15	Jharkhand			3	20.04				
16	Karnataka			9.93			0.12		17.50
17	Kerala	2.52		104.45					
18	Ladakh								
19	Lakshadweep								
20	Madhya Pradesh	109.36	32.25	35.47			0.29		96.77
21	Maharashtra	12		58.95	247.60	1.75	3.04		5.08
22	Manipur				0.23				
23	Meghalaya								
24	Mizoram	1.28		0.8					
25	Nagaland				0.20				
26	Odisha			0.6		0.40	0.47		
27	Puducherry			0.01					
28	Punjab			46.2	31.11	1.73	2.11		
29	Rajasthan			96.31	247.63		0.10		10.85
30	Sikkim								
31	Tamil Nadu			20.54		1.03	0.34		87.81
32	Telangana			43.9				0.33	
33	Tripura				0.12				

S. No.	State/ UTs	Solar Parks	CPSU	Rooftop Solar	PM KUSUM	Biomass	Biogas	Waste to Energy	GEC
34	Uttar Pradesh	28.78		5.92	82.30			1.82	
35	Uttarakhand			1.84	4.00				
36	West Bengal			10.2				0.07	
	Total	676.11	35.50	1532.60	801.37	4.91	10.28	57.60	250.00
	Others*			26					

*SECI/REC/PSUs/Govt Deptts

Note : In addition to the above, funds have also been released towards committed liabilities under old schemes of the Ministry relating to SHP, Wind Energy, Solar Off-grid, Solar VGF Schemes, etc.

State-wise details of Funds released during FY 2023-24

Rs. in Crore									
S. No.	State/ UTs	Solar Parks	CPSU	Rooftop Solar	PM KUSUM	Biomass	Biogas	Waste to Energy	GEC
1	Andaman & Nicobar Islands			0.01					
2	Andhra Pradesh		22.45	4.5				2.74	47.54
3	Arunachal Pradesh				2.12		0.39		
4	Assam			2.11			1.26		
5	Bihar			9.8					
6	Chandigarh			3.34					
7	Chhattisgarh	14.3		1.43			0.95		
8	Dadra & Nagar Haveli and Daman & Diu						0.11		
9	Delhi			6.12			0.23		
10	Goa			0.3				3.00	
11	Gujarat	505.13	145.91	644.91	28.72		8.14		23.85
12	Haryana			24.64	429.78				
13	Himachal Pradesh			2.4					40.50
14	Jammu & Kashmir								

15	Jharkhand				2.36				
16	Karnataka		112.35	11.68	2.38		6.77	6.61	147.12
17	Kerala			199.89	28.53				
18	Ladakh								
19	Lakshadweep								
20	Madhya Pradesh	59.26		31.39	0.80		6.97	0.84	22.26
21	Maharashtra			314.75	326.22	0.07	13.02	0.56	
22	Manipur			0.9	0.17		0.22		
23	Meghalaya				0.31		0.22		
24	Mizoram								
25	Nagaland				0.18		0.18		
26	Odisha			3.08	3.44		0.32		
27	Puducherry			0.39					
28	Punjab			23.83	5.41		2.34		
29	Rajasthan	97.51	692.07	104.08	49.41	1.97	0.35		53.73
30	Sikkim								
31	Tamil Nadu		80.97	13.94	2.59		0.47	2.36	
32	Telangana		27.39	23.24			0.29		
33	Tripura			0.04	17.81		0.70		
34	Uttar Pradesh	39.30		61.06	92.13		1.84	4.71	
35	Uttarakhand			10.77			0.77		
36	West Bengal					2.14			
	Total	715.50	1081.14	1498.60	992.36	4.18	45.54	20.82	334.99
	Others*			59.74					

*SECI/REC/PSUs/Govt Deptts

Note : In addition to the above, funds have also been released towards committed liabilities under old schemes of the Ministry relating to SHP, Wind Energy, Solar Off-grid, Solar VGF Schemes, etc.

State-wise details of Funds released during FY 2024-25

Rs. in Crore

S. No.	State/ UTs	Solar Parks	CPSU	PM-Surya Ghar	PM KUSUM	PM JANMAN	Biomass	Biogas	Waste to Energy	GEC
1	Andaman & Nicobar Islands			0.09						
2	Andhra Pradesh	83.90		111.42		0.37	1.84		0.72	0.25

S. No.	State/ UTs	Solar Parks	CPSU	PM-Surya Ghar	PM KUSUM	PM JANMAN	Biomass	Biogas	Waste to Energy	GEC
3	Arunachal Pradesh				1.91			0.31		
4	Assam			64.33						
5	Bihar		0.70	53.76						
6	Chandigarh			6.28						
7	Chhattisgarh	2.80		8.80				0.72		
8	Dadra & Nagar Haveli and Daman & Diu			0.67						
9	Delhi		0.41	10.75						
10	Goa			14.47					0.03	
11	Gujarat		342.20	3251.13	59.95				3.06	17.77
12	Haryana			207.42	303.40		2.04	0.11	7.43	
13	Himachal Pradesh			18.41	1.73					
14	Jammu & Kashmir			59.85	12.90					
15	Jharkhand			19.37	48.73	6.43				
16	Karnataka			81.01	0.89	0.63	4.00	0.95	8.30	24.65
17	Kerala	7.40		801.27	1.72			0.04		
18	Ladakh			2.67						
19	Lakshadweep			1.97						
20	Madhya Pradesh	73.9		266.92				3.83	10.20	
21	Maharashtra			1248.62	1619.00			27.77	10.20	
22	Manipur			2.56	0.17					
23	Meghalaya			0.08						
24	Mizoram	2.24		1.46	0.84					
25	Nagaland			0.16						
26	Odisha			25.30				0.26		
27	Puducherry			5.11						
28	Punjab			81.18	13.09		7.60	2.21		
29	Rajasthan	48.5	211.30	321.04	295.20				1.69	
30	Sikkim			0.02						
31	Tamil Nadu		1.76	172.64	6.48			4.95	15.18	10.47
32	Telangana		1.30	89.52		0.44		0.85	5.37	
33	Tripura			1.14	9.31	5.96		0.91		
34	Uttar Pradesh	155.1		684.83	173.01		0.51	0.58	23.79	292.93
35	Uttarakhand			163.26	15.60			1.29	0.20	

S. No.	State/ UTs	Solar Parks	CPSU	PM-Surya Ghar	PM KUSUM	PM JANMAN	Biomass	Biogas	Waste to Energy	GEC
36	West Bengal			0.10				0.01		
	Total	373.84	557.67	7777.61	2563.93	13.83	15.99	44.79	86.17	346.07
	Others*	111.75		203.55	0.20			13.06		

*SECI/REC/PSUs/Govt Deptts

Note : In addition to the above, funds have also been released towards committed liabilities under old schemes of the Ministry relating to SHP, Wind Energy, Solar Off-grid, Solar VGF Schemes, etc.

DELAY IN APPROVAL/DISBURSAL OF SCHOLARSHIPS

539. SHRI K. E. PRAKASH:

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

- (a) whether it is a fact that there are prolonged delays in the approval and disbursal of PreMatric, Post-Matric and Merit-cum-Means scholarships for minority students since the financial year 2022-23 and if so, the reasons therefor;
- (b) the steps taken by the Government to ensure timely processing, approval and disbursal of these scholarships during the last two years; and
- (c) whether the Government proposes any reforms or procedural changes to prevent such delays in the future and if so, the details thereof?

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

- (a) to (c) Ministry of Minority Affairs has implemented Pre-Matric, Post-Matric, Merit-cum-Means based Scholarship Schemes for the 6 notified religious minority communities. However, these schemes have not been approved for implementation beyond 2021-22.

SLOWDOWN OF IRCTC PORTAL

540. ADV. PRIYA SAROJ:

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

- (a) whether the Government is aware of the frequent server failures, payment failures, and system slowdowns on the Indian Railways Catering and Tourism Corporation (IRCTC) portal especially during Tatkal booking and if so, the details thereof;
- (b) the number of complaints received regarding failed transactions/delayed refunds/booking errors during the last three years;
- (c) whether any third-party audit of IRCTC's technology infrastructure has been conducted to assess capacity gaps and if so, the details thereof;
- (d) whether the Government proposes to upgrade the IRCTC system/increase server capacity and ensure real-time refunds to passengers and if so, the details thereof; and
- (e) the manner in which Government is ensuring that rural passengers who usually have slower internet, get fair access during Tatkal booking?

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

- (a) to (e) The uptime of IRCTC website was 99.98% during April 2025-October 2025, while it was 99.86.% in 2024-25. Indian Railways has undertaken both administrative and technological measures for system modernization. Administrative measures include deactivation of suspicious user IDs, lodging complaints on National Cyber Crime Portal for suspiciously booked PNRs,

revalidation of user IDs etc.

System Improvement Measures include checks and validations, engagement of leading content delivering network and anti BOT application with cutting edge technology to ensure smooth booking by genuine users. In addition, regular third party Audits of IRCTC's technology infrastructure are being conducted for improvement in the system.

The share of e-ticketing has since increased to more than 87% of total reserved tickets booked on Indian Railways. However, some complaints are received regarding failed transaction/delayed refund/booking errors which are being monitored on regular basis for quick resolution

The IRCTC website and mobile apps operate on application programming interface (API)-based technology, which requires only minimal text-based data exchange between the user's device and IRCTC servers. This ensures efficient performance for ticket booking even in rural areas. In addition, IRCTC has implemented advanced Content Delivery Network (CDN) solutions, which is a global network of servers that delivers static content to users more quickly and reliably.

Capacity enhancement and technological upgradation are an ongoing process on Indian Railways, subject to availability of resources and techno-economic feasibility.

DEVELOPMENT THROUGH PM-VIKAS IN ASSAM

541. SHRI PRADYUT BORDOLOI:

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

- (a) the details of the current number of PM-VIKAS projects sanctioned and completed in Assam including fund allocation, Sector-wise (e.g., cultural sites, museums);
- (b) the details of the current status of ongoing PM-JVK and PM-VIKAS projects including their physical development, funds allocated, funds dispersed and tentative timelines;
- (c) whether new regions have been identified for inclusion in future phases and if so, the details thereof along with the number of minority communities and districts in Assam proposed to directly benefit from PM-VIKAS activities;
- (d) the details of the tangible influence of such projects including rise in tourists, heritage preservation and the creation of jobs or means of subsistence for local populations or artisans; and
- (e) whether PM-VIKAS in Assam are monitored and evaluated using methods such as yearly audits, public feedback or third-party assessments and if so, the details of the most recent findings and if not, the reasons therefor?

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

- (a) and (b) The Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS) is a Central Sector Scheme focusing on the socio-economic empowerment of six notified minorities through skill development; entrepreneurship among minority women; and education support for school dropouts.

In the state of Assam, a target of 12,020 has been allocated to 8 Project

Implementing Agencies (PIAs) across the Non Traditional Skilling, Traditional Skilling and Women Leadership & Entrepreneurship sub-components. However, the implementation of PM VIKAS scheme has commenced only recently and all allocated projects in Assam are in initial stages of implementation.

The Pradhan Mantri Jan Vikas Karyakram (PMJVK) is a Centrally Sponsored Scheme 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, Tourism, Animal Husbandry and Other Community Infrastructure. The details of projects sanctioned since inception for the State of Assam under PMJVK is given in the enclosed **Statement**.

(c) Under the PM VIKAS Scheme, the Ministry has a dedicated portal through which all eligible institutions as per the scheme guidelines submit their proposals. Proposals are currently being invited under the scheme from all eligible institutions across the country, including the state of Assam. Therefore, the projects under the scheme are allocated based on scrutiny of the proposals received. As such, no specific regions in the state of Assam have been identified for inclusion in future phases, however proposing implementing institutions may propose to implement the scheme in any of the districts, without exception.

(d) and (e) Since the implementation of PM VIKAS scheme has commenced only recently and all allocated projects in Assam are in initial stages of implementation, no outcome based study/ policy evaluation/third party concurrent monitoring has been conducted till date under the scheme. However,

the scheme guidelines mandates concurrent monitoring of the scheme, in order to ensure effective implementation of the policy. Besides, to ensure transparency and accountability in the implementation of PM VIKAS, Ministry's dedicated portal for the PM VIKAS Scheme has been integrated with Skill India Digital Hub (SIDH) portal of Ministry of Skill Development and Entrepreneurship (MSDE) to ensure efficient, real-time monitoring along with coherence within the skilling ecosystem, keeping in mind the 'whole-of-government' approach.

STATEMENT

Details of projects sanctioned since inception in the State of Assam under PMJVK

(Rs. in Lakh)

Name of Project	Total Cost	No. of Unit	Unit Completed	Work in Progress	Unit not Started	Unit Dropped	Units to be Dropped	Completed Not Functional
Additional Classrooms/ Library/ Lab/ Hall in schools	46768.8434	10156	1953	1970	77	456	1021	4679
AWC	14174.03	3400	308	278	121	122	690	1881
Community Service Centre/ SadbhavMandap/ Community Hall	18029.16	440	13	136	2	9	13	267
Drinking Water	7147.546	20823	6213	904	1	52	2907	10746
Health Projects	7889.846	613	22	56	14	31	34	456
Hostel for school/ ITI/ polytechnic	9086.535	119	4	27	1	6	9	72
IAY	36199.955	89887	3849	107	3500	1924	6222	74285
Infrastructure in college	165.7	6		0	0	0		6

ITI/ Additional Infrastructure for ITI	7710	15	0	5	0	0	0	10
Misc infrastructure	318.48	10047	0	6	0	3240	3333	3468
Non Civil works- Bicycle/ furniture/ Equipment/ Training	16	16		0	0	0		16
Other Infrastructure in school	5606.185	1535	155	397	19	14	58	892
Polytechnic/ Additional infrastructure for existing polytechnic	500	1	0	0	0	0	0	1
Residential School	63896.49	21	0	8	0	0	0	13
School Buildings	4074.77	422	10	131	3	4	1	273
Skill Centres	384	7	0	2	0	0	0	5
SMART Classroom/ Computer Lab/ Teaching Aid in school	8050.02	2509	67	1	0	0	1	2440
Sports Projects	40	1		0	0	0		1
Grand Total	230057.56	140018	12594	4028	3738	5858	14289	99511

VIABILITY GAP FUNDING FOR OFFSHORE WIND PROJECTS

542. SHRI CHAMALA KIRAN KUMAR REDDY:

SHRI EATALA RAJENDER:

SHRI T.M. SELVAGANAPATHI:

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

- (a) whether the National Institute of Wind Energy (NIWE) reported a potential of 1,164 GW at 150 metres hub height across the country and to unlock new areas and if so, the details thereof;
- (b) whether the Government has launched a Viability Gap Funding (VGF) for offshore wind projects, targeting 1 GW in the first phase - 500 MW each off Gujarat and Tamil Nadu and if so, the details thereof;
- (c) whether India's total installed capacity is nearing 500 GW with non-fossil sources contributing over 257 GW and if so, the details thereof along with the details of present status;
- (d) the details of future action plan of the Government for Developed India 2047 and the role of States/companies in this regard along with the funds sanctioned and spent;
- (e) whether it is a fact that 6 gigawatts of new wind capacity is expected to be added by the end of financial year 2025-26 and if so, the details thereof; and
- (f) whether it is true that the tender for the Tamil Nadu offshore wind project is expected to be floated by February, 2026 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 wind resource assessment conducted by the National Institute of Wind Energy indicates an estimated wind power potential of about 1164 GW at 150 meter above ground level in the country. The state-wise details are given in the enclosed **Statement**.

(b) Government has launched the 'Viability Gap Funding (VGF) scheme for

offshore wind energy projects' with total outlay of ₹ 7453 crore, including an outlay of ₹ 6853 crore for installation and commissioning of 1 GW of offshore wind energy projects (500 MW each off the coast of Gujarat and Tamil Nadu), and grant of ₹ 600 crore for upgradation of two ports to meet logistics requirements for offshore wind energy projects. MNRE has issued Scheme Guidelines for implementation of 'VGF Scheme for Offshore Wind Energy Projects' vide sanction dated 11.09.2024.

(c) As on 31.10.2025, the total electricity installed capacity of the country is 505.02 GW including 259.42 GW from non-fossil sources. The sector wise installed capacity details are as under:

Sector	Capacity (in GW)
Thermal (a)	245.60 GW
Nuclear (b)	8.78 GW
RE (including large Hydro) (c)	250.64 GW
Sub-Total (Non-Fossil Fuel) (b+c)	259.42 GW
Total Electricity Installed Capacity (a+b+c)	505.02 GW

(d) In line with Hon'ble Prime Minister's announcement at COP26, Ministry of New and Renewable Energy is working towards achieving 500 GW of installed electricity capacity from non-fossil fuel sources by 2030. India has already achieved the milestone of 50 per cent of the country's cumulative electricity installed capacity from non-fossil fuel sources during June, 2025 i.e. more than five years ahead of the 2030 commitment.

(e) During the current FY 2025-26 (01st April, 2025 – 31st October, 2025), the new wind capacity of 3.56 GW has been added in the country. The wind capacity addition in the country during last financial year (FY 2024-25) was 4.15 GW.

(f) National Institute of Wind Energy (NIWE) has installed floating LiDAR buoy for the wind resource assessment of Tamil Nadu site. NIWE also carried out Geophysical study for Tamil Nadu site. The tender for the development of Tamil Nadu offshore wind project is linked to the outcomes of wind resource assessment and other studies.

STATEMENT

S. No.	State	Wind Power Potential at 150 mtr agl (GW)*
1	Andhra Pradesh	123.33
2	Gujarat	180.79
3	Karnataka	169.25
4	Madhya Pradesh	55.42
5	Maharashtra	173.86
6	Rajasthan	284.25
7	Tamil Nadu	95.10
8	Telangana	54.71
	Total (8 windy States)	1136.71
	Other States	27.14
	All India Total	1163.85

*Potential is estimated considering the sites having Capacity Utilization Factor (CUF) more than 25%.

FOOD QUALITY CONTROL UNDER PDS**543. SHRI RAJEEV RAI:**

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

- (a) whether the Government has put in place any mechanism during the last five years to ensure quality control over the food provided under the Public Distribution System (PDS) through ration shops;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) whether any action is taken in case of violations of quality norms;
- (d) if so, the details thereof and if not, the reasons therefor;
- (e) whether any grievance redressal mechanism has been set up for filing complaints in cases of lapses in quality; and
- (f) if so, the details thereof and if not, the reasons therefor?

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

(a) and (b) The Department has formulated and issued a Quality Control Manual, to uniformly maintain the quality standards of foodgrains from procurement to its distribution to the eligible beneficiaries through various social security programmes of Gol.

(c) and (d) Regular surveillance, monitoring, inspection and random sampling of food products are being carried out by the machinery of Food Safety Departments of the respective States/UTs to check compliance of the standards laid down under Food Safety and Standards Act 2006, Rules and Regulations

made there under. In cases, where the food samples are found to be non-conforming, penal action is initiated against the defaulting Food Business Operators as per provisions of FSS Act, Rules and Regulations made there under.

(e) and (f) Under TPDS, every State Government is required to put in place an internal grievance redressal mechanism which may include call centres, help lines, designation of nodal officers, or such other mechanism as may be prescribed. Whenever any complaints are received in this Department from any source, they are forwarded to the concerned State/UT Governments for inquiry and appropriate action at their end.

ONGOING RAILWAYS PROJECTS IN WEST BENGAL

544. SHRI KHALILUR RAHAMAN:

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

- (a) the details and status of ongoing railway projects in West Bengal;
- (b) the details of the amount allocated and spent by the Government on the said projects so far; and
- (c) the number of projects running behind schedule and details of the financial implications due to the delay?

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

(a) to (c) West Bengal:

Budget allocation in the recent years has increased significantly. Budget

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

Period	Outlay
2009-14	Rs.4,380 Cr./year
2025-26	Rs. 13,955 Cr. (More than 3 times)

As on 01.04.2025, 42 projects (12 New Lines, 04 Gauge Conversions and 26 Doubling), of total length of 4402 Km, costing ₹67,991 crore falling fully/partly in the State of West Bengal are sanctioned, out of which, 1,702 km length has been commissioned and an expenditure of ₹23,410 crore has been incurred upto March, 2025. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2025 (in Km)	Total Exp. upto March, 2025 (Rs. in Cr.)
New Lines	12	1,032	337	11,368
Gauge Conversion	4	1,201	854	3,673
Doubling/ Multi-tracking	26	2,169	511	8,370
Total	42	4,402	1,702	23,410

Execution of important infrastructure projects falling fully/partly in the State of West Bengal is held up due to delay in land acquisition. Status of land acquisition in West Bengal is as under:

Total Land required	4,564 Ha
Land Acquired	1,250 Ha (27%)
Balance Land to be acquired	3,314 Ha (73%)

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)	Amount Paid to State (in Cr.)
1.	Nabadwipghat-Nabadwipdham New Line Project	106.71	0	106.71	50
2.	Byepass at Sainthia	22.28	0	22.28	0
3.	Naihati – Ranaghat 3rd line	13.33	0	13.33	1.3

Further, Tarakeswar - Bishnupur (83 Km) New Line project is held up due to law and order issues in Goghat-Kamarpukur section falling in Hooghly district. The work was stopped by local villagers in about 900m length near Bhabadighi Pond. The work is held up since 2016.

Deshpran -Nandigram (18.5 km) Line was sanctioned in 2009-10 at cost of ₹ 121.44 crores. The entire Project length is located in East Midnapore District. The project could not progress due to problems in land acquisition and was kept in abeyance. In April 2023 it was decided to re-start the work. However, Survey

for Land Acquisition from Deshpran to 5.0 Km could not be completed due to law and order issues. As Deshpran is the connecting station, acquisition of this land is essential for commissioning of this project.

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.

TELECOM ECOSYSTEM

545. SHRIMATI POONAMBEN MAADAM:

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

- (a) whether the Government has undertaken measures to strengthen the telecom ecosystem in the country;
- (b) if so, the details thereof;
- (c) whether efforts are being made to expand telecom connectivity in rural and remote areas to ensure equitable digital access across the country; and
- (d) if so, the details thereof?

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

(a) to (d) Yes, the Government has undertaken several measures to strengthen the telecom sector in the country which has led to the growth of telecom sector. These measures include Rationalization of Adjusted Gross Revenue; Rationalization of Bank Guarantees (BGs); Rationalization of interest rates and removal of penalties; Dispensing with the requirement of BGs (for auctions held after 15.09.2021) to secure instalment payments; Permission for surrender of spectrum after 10 years (in future auctions); Dispensing with the requirement of

Spectrum Usage Charge (SUC) for spectrum acquired in spectrum auctions held after 15.09.2021; Removal of additional SUC of 0.5% for spectrum sharing; Permission for 100% Foreign Direct Investment (FDI) in telecom sector under automatic route subject to safeguards; Requirement of licenses under 1953 Customs Notification for wireless equipment replaced with self-declaration; Replacement of paper Customer Acquisition Forms with digital storage of data; Easing Standing Advisory Committee for Radio Frequency Allocation (SACFA) clearance for telecom towers and increase in tenure of spectrum from 20 to 30 years.

This has led to significant growth in its digital infrastructure over the years. The optical fiber cable network has expanded from 17.5 lakh km in March 2018 to 42.36 lakh km in September 2025, while the number of Base Transceiver Stations has increased from 17.3 lakh in March 2018 to 31.4 lakh in October 2025. As of October 2025, out of 6,44,131 villages in India, 6,34,019 are covered with mobile connectivity, of which 6,30,676 have 4G services. Broadband subscriptions have risen sharply from 48 crore in September 2018 to 98 crore in June 2025. Additionally, 3.80 lakh PM-WANI Wi-Fi hotspots have been installed across the country as of 31 October 2025. Data consumption has also grown substantially, increasing from 8.32 GB per subscriber per month in September 2018 to 25.24 GB per subscriber per month in September 2025, while the average wireless data tariff has declined from ₹10.91 per GB to ₹8.27 during the same period.

Further, to ensure equitable digital access across the country the

Government is implementing various schemes under Digital Bharat Nidhi such as 4G saturation projects and Amended BharatNet Program to expand digital connectivity in rural and remote areas.

श्रीरामपुर-परली रेलवे लाइन

546. श्री भाऊसाहेब राजाराम वाकचौरे:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या महाराष्ट्र के शिर्डी लोक सभा निर्वाचन क्षेत्र में श्रीरामपुरपरली रेलवे लाइन ब्रिटिश काल में स्वीकृत की गई थी और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या उक्त रेलवे लाइन के लिए शेवगाँव तक 331-61 हेक्टेयर भूमि अधिग्रहित कर भूमि भराव का कार्य पूरा हो चुका है और 70 प्रतिशत भूमि भराव अच्छी स्थिति में है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या 2019 में महाराष्ट्र के तत्कालीन उप-मुख्यमंत्री ने राज्य सरकार की ओर से रेल मंत्रालय को इस रेलवे लाइन की निर्माण लागत का 50 प्रतिशत वहन करने के लिए सहमति पत्र जारी किया था; और
- (घ) यदि हाँ, तो इस रेलवे लाइन के निर्माण की वर्तमान स्थिति क्या है और इस रेलवे लाइन के निर्माण में देरी के क्या कारण हैं?

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

- (क) से (घ) स्वतंत्रता से पहले, बेलापुर से शेवगाँव (80 कि.मी.) तक एक छोटी लाइन रेल परियोजना की योजना बनाई गई थी और छोटी लाइन रेल लिंक के लिए भूमि अधिग्रहण भी किया गया था। बाद में इस कार्य को 1948 में बंद कर दिया गया। वर्तमान में, 338 हेक्टेयर भूमि रेलवे के स्वामित्व में है। इस भूमि पर बहुत अधिक अतिक्रमण रहा है।

स्वतंत्रता के बाद, श्रीरामपुर (बेलापुर) – शेवगांव – परली (241 कि.मी.) के बीच नई बड़ी लाइन लाइन के लिए एक सर्वेक्षण वर्ष 2018 में पूरा किया गया था। सर्वेक्षण रिपोर्ट के अनुसार, परियोजना की लागत 3,904 करोड़ रुपये आंकी गई थी। परंतु, कम यातायात अनुमान के कारण परियोजना आगे नहीं बढ़ाई गई, हालांकि राज्य सरकार परियोजना की लागत का 50% साझा करने के लिए तैयार थी।

मनमाड़-अहमदनगर-दौण्ड खंड पर बेलापुर एक मौजूदा स्टेशन है। बेलापुर-अहमदनगर पहले से ही एक मौजूदा डबल लाइन खंड है। इसके अलावा अहमदनगर-बीड खंड, अहमदनगर-बीड-परली वैजनाथ नई लाइन परियोजना को फरवरी 2025 में चालू किया गया है।

बेलापुर और परली मौजूदा स्टेशन हैं और अंकाई, जालना, परभणी के रास्ते जुड़े हुए हैं। इसके अलावा, अहमदनगर-बीड-परली वैजनाथ नई लाइन परियोजना के पूर्ण होने से बीड के रास्ते बेलापुर और परली वैजनाथ के बीच एक छोटा मार्ग प्राप्त होगा, ऐसा विचार किया गया है।

STRENGTHENING THE FUNCTIONING OF STATE AND DISTRICT CONSUMER COMMISSIONS

547. SHRI PARSHOTTAMBHAI RUPALA:

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

- (a) the details of the actions that have been undertaken by the Government in coordination with State Governments to establish appropriate Fee Structures for Petitioners based on the Merits and nature of each case and to ensure timely revision of such Fees by the State Consumer Commissions so as to reduce the financial burden on the Government treasury;

- (b) whether any measures have been taken by the Government to expedite the filling of vacant posts in State and District Consumer Commissions and if so, the details thereof;
- (c) whether the Government has implemented or proposes to implement mechanisms to provide free and quality Legal assistance to poor; and
- (d) 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) Department of Consumer Affairs is continuously working for consumer protection and empowerment of consumers by enactment of progressive legislations. With a view to modernize the framework governing the consumer protection in the new era of globalization, technologies, e-commerce markets etc., the Consumer Protection Act, 1986 was repealed and Consumer Protection Act, 2019 was enacted.

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.

In exercise of the powers conferred under the Act, the Central Government has notified the Consumer Protection (Consumer Disputes

Redressal Commissions) Rules, 2020 and has further amended them through subsequent notifications, including the Consumer Protection (Consumer Disputes Redressal Commissions) Amendment Rules, 2023. These rules prescribe a uniform and graded fee structure for filing complaints before Consumer Commissions, based on the value of goods or services paid as consideration.

The revised fee slabs are as follows:

Sl. No.	Value of goods or services paid as consideration	Amount of fee payable
(1)	Upto Rupees Five Lakh	Nil
(2)	Above Rupees Five Lakh and upto Rupees Ten Lakh	Rs. 200
(3)	Above Rupees Ten Lakh and upto Rupees Twenty Lakh	Rs. 400
(4)	Above Rupees Twenty Lakh and upto Rupees Fifty Lakh	Rs. 1000
(5)	Above Rupees Fifty Lakh and upto Rupees One Crore	Rs. 2000
(6)	Above Rupees One Crore and upto Rupees Two Crore	Rs. 2500
(7)	Above Rupees Two Crore and upto Rupees Four Crore	Rs. 3000
(8)	Above Rupees Four Crore and upto Rupees Six Crore	Rs. 4000
(9)	Above Rupees Six Crore and upto Rupees Eight Crore	Rs. 5000
(10)	Above Rupees Eight Crore and upto Rupees Ten Crore	Rs. 6000
(11)	Above Rupees Ten Crore	Rs. 7500

(b) 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. Also, the Central Government has been continuously taking up the matter with the State Governments/UT Administrations for expeditious filling up of the existing and anticipated vacancies of President and Members of the Consumer Commissions.

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.

(c) and (d) The National Legal Services Authority (NALSA) and other Legal Services Institutions at Supreme Court, State, High Court, District and Taluk levels have been established under the Legal Services Authorities Act, 1987 to provide competent legal services to the weaker sections of the society and to organise Lok Adalats for amicable settlement of resolution of disputes.

With the aim of promoting access to justice to people belonging to different socio-economic, cultural backgrounds, NALSA through the other Legal Services Institutions delivers legal services to specific categories of the marginalized and disadvantaged groups from the diverse populace of the country and formulates

various schemes for the implementation of preventive and strategic legal service programmes to be undertaken and implemented by the Legal Services Authorities at various levels. In carrying out all these responsibilities, NALSA works in close coordination with the various State Legal Services Authorities, District Legal Services Authorities and other agencies for a regular exchange of relevant information, monitoring and updating on the implementation and progress of the various legal services schemes and fosters a strategic and coordinated approach to ensure smooth and streamlined functioning of the various legal services institutions.

ONORC

548. SHRI MALAIYARASAN D.:

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

- (a) the current status of the One Nation One Ration Card (ONORC) scheme including the number of States and Union Territories where it has been fully implemented;
- (b) the total number of ration card beneficiaries who are able to access Public Distribution System (PDS) benefits across States including migrant workers, since the rollout of ONORC;
- (c) whether the Government has identified any technical, administrative or logistical challenges in implementing ONORC nationwide;
- (d) the details of the steps taken by the Government to ensure seamless

portability of ration benefits for migrant workers and urban poor including Tamil Nadu; and

(e) the details of the measures being taken by the Government to monitor, evaluate and strengthen the ONORC scheme, ensuring that no eligible beneficiary is excluded?

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

(a) and (b) The nationwide portability of ration cards is popularly known as One Nation One Ration Card (ONORC) feature is enabled in all 36 States/UTs. Through this technology driven reform, around 80 Crore Pradhan Mantri Garib Kalyan Anna Yojana (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. The family back home can also lift the part of the PMGKAY foodgrains in the home State/UT on the same ration card.

(c) ONORC has been implemented seamlessly in all 36 States/UTs and is operating without any technical, administrative, or logistical challenges.

(d) The ONORC facility is automatically available to all eligible PMGKAY beneficiaries without any additional requirement. It has been implemented across all 36 States/UTs, including Tamil Nadu, enabling seamless portability of ration benefits for all beneficiaries, including migrant workers and the urban poor. The system covers 100% of PMGKAY beneficiaries, allowing them to lift

their entitled foodgrains from any Fair Price Shop using Aadhaar-based authentication. To date, more than **195 crore** portability transactions have been recorded under ONORC, including **1.93 crore** transactions in Tamil Nadu, covering both inter-State and intra-State.

(e) ONORC has been developed on a robust IT backbone that has been functioning seamlessly since its inception in 2019. System performance, authentication success rates, transaction patterns, and grievance inputs are regularly analysed to strengthen service delivery and ensure that no eligible beneficiary is excluded. Further, the entire PDS IT ecosystem is being modernised under **SMART-PDS**, using a new micro services-based architecture hosted on cloud infrastructure, which will further enhance reliability, scalability, and beneficiary experience.

FUNDS UNDER VARIOUS SCHEMES IN NE STATES

549. SUSHRI PRANITI SUSHILKUMAR SHINDE:

Will the Minister of **DEVELOPMENT OF NORTH EASTERN REGION** be pleased to state:

- (a) the details of total funds allocated, released and utilized under various schemes of the Ministry of Development of North Eastern Region (DoNER) and the North Eastern Council (NEC) during the last five years, State-wise;
- (b) whether there has been any underutilization of funds or lapses in expenditure in any of the North Eastern (NE) States;
- (c) if so, the details thereof along with the reasons identified by the Government;

(d) whether the Government has undertaken any measures to strengthen financial management and monitoring mechanism for project implementation and if so, the details thereof; and

(e) the details of reforms introduced by the Government to improve fund disbursement efficiency and outcome-based monitoring of projects in the said region?

**THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND
MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH
EASTERN REGION (DR. SUKANTA MAJUMDAR):**

(a), (b) and (c) As per the Revised Estimates budget figures, a total of Rs. 15905.86 crore has been allocated for North Eastern States over last 5 years by the Ministry of DoNER under the following schemes:

(i) Prime Minister's Development Initiative for North East Region (PM-DevINE)

(ii) Schemes of North Eastern Council (SoNEC)

(iii) North East Special Infrastructure Development Scheme (Other than Roads Infrastructure)

(iv) North East Special Infrastructure Development Scheme (Roads)

(v) Special Development Packages (SDP)

(vi) North East Entrepreneurs Development Scheme (NEEDS)

The State wise funds released by the Ministry of DoNER under the said schemes during last five years (FY 2020-21 to FY 2024-25) are given in the table below:

S.N.	Name of the State	Funds released during last 5 years (Rs. crore)
1	Arunachal Pradesh	1203.00
2	Assam	2306.34
3	Manipur	717.62
4	Meghalaya	1231.93
5	Mizoram	809.49
6	Nagaland	1137.34
7	Sikkim	763.93
8	Tripura	702.90
9	Central Agency	996.22
	Total	9868.77

Despite several challenges, the utilization of funds by the States under these schemes has been 62%.

The fund release proposals are processed after uploading of demand letter on Poorvottar Vikas Setu (PVS) portal by the State Government along with all necessary supporting documents.

Release of funds to the State Govt. depends upon the demand from the States, financial and physical progress of implementation by the States as well as utilization of funds already released to them. Also, short working seasons, land availability, challenging terrains, supply bottlenecks of construction materials are some of the causes for slow pace of utilization of funds in the North-East States.

(d) To strengthen the financial management, PVS Setu portal has been developed which has a demand request module that has a provision for submitting demand requests for release of funds for ongoing projects along with

provision for uploading the Utilization Certificates and Completion Certificates by the State Govt/Central agencies. To strengthen monitoring of ongoing projects, mechanism of Project Quality Monitors/Third Party Technical Inspection has been introduced. Ministry also placed a Field Level Technical Support Unit (FTSU) in each State through North East Development Finance Institution. FTSUs are regularly interacting with project Implementing Agencies (IA), maintaining and updating database of these projects, regularly submitting progress reports and providing feedback to MDoNER highlighting any bottleneck, etc. FTSUs also carry out field inspections and meet the officials of State Planning Departments regularly to update the information about ongoing projects. Latest photographs of ongoing projects are uploaded on the Project Management System - Gatishakti portal of MDoNER by the FTSUs during the site inspections through the mobile application.

(e) To improve fund disbursement efficiency, and to strike a balance between expeditious expenditure and proper monitoring, the releases of the projects sanctioned under various Schemes of the Ministry are now made in four equal installments of 25% each. An outcome – based monitoring of projects under various schemes of MDoNER is covered under Output-Outcome Monitoring framework (OOMF) of NITI Aayog and reports are submitted regularly to NITI Aayog.

DPDP RULES

550. SHRI BALWANT BASWANT WANKHADE:

SHRI ANTO ANTONY:

SHRI K. SUDHAKARAN:

DR. SHARMILA SARKAR:

SHRI BENNY BEHANAN:

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

- (a) whether it is a fact that rules for Digital Personal Data Protection (DPDP) Act has not been made;
- (b) if so, the current status of the draft rules under the DPDP Act, 2023 along with the reasons for the delay in notifying the DPDP Rules;
- (c) whether it is a fact that DPDP was passed in 2023 and only draft rules have been framed as of 2025 and if so, the details thereof;
- (d) the timeline proposed by the Government for finalising and releasing DPDP Rules for public implementation;
- (e) the measures being taken by the Government to ensure the DPDP rules align with international data protection standards, such as the General Data Protection Regulation;
- (f) the details of stakeholders, experts or organizations consulted during the drafting of the DPDP Rules;
- (g) whether any public consultations were held regarding the same; and
- (h) the details of budget allocation and utilization of DPDP board since its inception, year wise?

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 Digital Personal Data Protection Rules, 2025 (“Rules”) were notified on 13 November 2025.

The Government studied global best practices while drafting the act and rules. This approach guided the provisions on transparency in personal data processing, adequate security measures, and Data Principals’ rights, and ultimately ensured consistency with international standards.

During the formulation of the Rules, the Government sought public feedback by publishing the draft Rules on the MyGov portal and undertaking public consultations in nine cities nationwide.

These consultations witnessed participation from a diverse set of stakeholders, including startups, MSMEs, industry associations, civil society groups, and various government departments, all of whom submitted detailed recommendations.

In addition, 6,915 comments were received from individuals and organisations through the MyGov portal.

After notification of Rules on 13th Nov 2025, steps have been taken for establishing the DPB as per rules.

GREEN SOLAR CITIES

551. SHRI ATUL GARG:

DR. LATA WANKHEDE:

SHRI RAJESH VERMA:

SHRIMATI SHAMBHAVI:

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

(a) the details of the cities that have been identified or developed as Green Solar

Cities so far along with the total installed solar capacity in urban areas since 2021, State-wise and year-wise particularly in Sagar, Khagaria, Samastipur and Ghaziabad Lok Sabha Constituencies of Madhya Pradesh, Bihar and Uttar Pradesh;

(b) the details of the grid integration challenges faced by the Government in supplying solar power to urban consumers and the manner in which the Government is addressing the regulatory hurdles and approval processes for solar installations;

(c) the details of contribution of the green solar cities in the carbon reduction and employment generation in solar energy sector;

(d) whether any financial support or subsidies for urban solar energy projects are provided under the said initiative and if so, the details of the financial support provided since 2021, year wise; and

(e) whether the Government is considering to expand the initiative to smart cities and integrate solar power with urban infrastructure and if so, the details thereof?

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

(a) to (e) Presently, the Ministry of New and Renewable Energy (MNRE) is not implementing any special scheme to develop various cities of the country as Green Solar Cities.

However, the Ministry in 2020 had requested all States /UTs to select at-least one city to be developed as solar city with funds available under the

different existing schemes to be utilized for development of solar cities.

So far, Ministry has not received any specific reports on grid integration challenges faced by the Government in supplying solar power to urban consumers.

भरतपुर में सार्वजनिक वितरण प्रणाली

552. श्रीमती संजना जाटव:

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

(क) क्या सरकार राजस्थान के भरतपुर जिले में विशेषकर वंचित समुदायों के लिए सार्वजनिक वितरण प्रणाली (पीडीएस) के अंतर्गत उचित मूल्य की दुकानों के संचालन, आवश्यक वस्तुओं की उपलब्धता और इसके कवरेज में आ रही समस्याओं से अवगत है;

(ख) यदि हाँ, तो सरकार द्वारा जिले में निगरानी में सुधार करने, वस्तुओं के दुरुपयोग को रोकने और राशन की समय पर आपूर्ति सुनिश्चित करने के लिए उठाए गए कदमों का ब्यौरा क्या है; और

(ग) यदि नहीं, तो पीडीएस प्रणाली में खामियों के क्या कारण हैं, जो खाद्य सुरक्षा को प्रभावित कर रहे हैं?

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

(क) से (ग) लक्षित सार्वजनिक वितरण प्रणाली (टीपीडीएस), राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए), 2013 के अंतर्गत शासित होती है और इसका संचालन केंद्र तथा राज्य/संघ राज्य क्षेत्र (यूटी) सरकारों की संयुक्त जिम्मेदारी के अंतर्गत होता है। राज्यों/संघ राज्य क्षेत्रों में खाद्यान्न आवंटन, पात्र लाभार्थियों की पहचान, उन्हें राशन कार्ड जारी करना, टीपीडीएस के अंतर्गत पात्र लाभार्थियों को खाद्यान्न वितरण, उचित दर दुकान के डीलरों को लाइसेंस जारी करना, उचित दर दुकानों (एफपीएस) के कामकाज की निगरानी और पर्यवेक्षण आदि की परिचालनात्मक जिम्मेदारियाँ

संबंधित राज्य/संघ राज्य क्षेत्र सरकार की होती हैं।

राजस्थान सरकार ने सूचित किया है कि भरतपुर जिले में 2,10,329 परिवार (9,58,135 इकाइयाँ), जो (2011 की जनगणना के अनुसार) कुल जनसंख्या का 64.92% हिस्सा हैं, राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए) के अंतर्गत शामिल हैं। लाभार्थियों की उचित पहचान, निर्धारित एफसीआई डिपो से समय पर खाद्यान्न का उठान, उचित दर दुकानों तक उसकी पहुँच और वंचित समुदायों सहित पात्र लाभार्थियों को वितरण के माध्यम से कुशल सार्वजनिक वितरण प्रणाली (पीडीएस) संचालन किया जा रहा है।

सभी राशन कार्ड इकाइयों की ई-केवाईसी और राज्य सरकार के स्वैच्छिक त्याग अभियान के माध्यम से, अवैध और गलत प्रविष्टियों को हटा दिया गया है। सार्वजनिक वितरण प्रणाली (पीडीएस) संचालन में दक्षता बनाए रखने के लिए, वांछित मात्रा का आवंटन, समय पर खाद्यान्न का उठान, अपात्र परिवारों को हटाकर पात्र व वास्तविक परिवारों को शामिल करना, ई-पीओएस मशीन के माध्यम से बायोमेट्रिक सत्यापन, बहु-स्तरीय शिकायत निवारण तंत्र और शिकायतों का समय पर निपटान जैसे उपायों के माध्यम से जिले में योजना सुचारु रूप से चल रही है। जिले में सार्वजनिक वितरण प्रणाली के संचालन में किसी भी प्रकार की कमी का कोई प्रमाण सामने नहीं आया है। इसलिए, जिले में सार्वजनिक वितरण प्रणाली (पीडीएस) कुशलतापूर्वक संचालित हो रही है और पात्र लाभार्थियों को लाभ मिल रहा है।

अनुसंधान विकास और नवाचार निधि

553. श्री दिनेशभाई मकवाणा:

श्री बिद्युत बरन महतो:

श्री लुम्बाराम चौधरी:

क्या **विज्ञान और प्रौद्योगिकी** मंत्री यह बताने की कृपा करेंगे कि:

(क) नई 1 लाख करोड़ रुपये की अनुसंधान विकास और नवाचार (आरडीआई) योजना के अंतर्गत वित्तपोषण के लिए प्राथमिकता वाले विशिष्ट डीप-टेक क्षेत्रों का ब्यौरा क्या है;

(ख) अनुसंधान नेशनल रिसर्च फाउंडेशन (एनआरएफ) किस प्रकार राष्ट्रीय रणनीतिक मिशनों के अनुरूप अनुसंधान कार्य करता है;

(ग) क्या निजी उद्योग को दीर्घकालिक, कम ब्याज दर वाले ऋण प्रदान करने के लिए आरडीआई निधि के भीतर एक मजबूत ढांचा स्थापित किया गया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(घ) शैक्षणिक अनुसंधान परिणामों और बाजार-उपयुक्त उत्पादों के बीच की खाई को पाटने के लिए क्या तंत्र अपनाए गए हैं; और

(ङ) सरकार विभिन्न मंत्रालयों के प्रयासों को नए आरडीआई-केंद्रित वित्तपोषण ढांचे में किस प्रकार एकीकृत कर रही 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) आरडीआई योजना ऊर्जा सुरक्षा और पारगमन, तथा जलवायु कार्रवाई; गहन-प्रौद्योगिकी जिसमें क्वांटम कंप्यूटिंग, रोबोटिक्स और अंतरिक्ष; कृषि, स्वास्थ्य और शिक्षा में एआई तथा उसके अनुप्रयोग; जैव-प्रौद्योगिकी, बायोमैनुफैक्चरिंग, सिंथेटिक बायोलॉजी, फार्मा, चिकित्सीय उपकरण; और डिजिटल कृषि सहित डिजिटल अर्थव्यवस्था, जैसे उभरते क्षेत्रों को लक्षित करती है। अन्य प्रस्तावित क्षेत्रों में वे शामिल हैं जिनका स्वदेशीकरण रणनीतिक कारणों या आर्थिक सुरक्षा और आत्मनिर्भरता के लिए महत्वपूर्ण है; और कोई भी अन्य क्षेत्र या प्रौद्योगिकी जिसे जनहित में आवश्यक माना जाए।

(ख) अनुसंधान राष्ट्रीय शोध प्रतिष्ठान अपने अनुसंधान कार्यक्रम-समूह के माध्यम से संचालित करता है, जिसका उद्देश्य प्राथमिकता-आधारित और मिशन-उन्मुख अनुसंधान को बढ़ावा देना है। इसकी पहलें विज्ञान और प्रौद्योगिकी के विभिन्न विषयों तथा अंतर्विषयक क्षेत्रों में प्रतिस्पर्धी वित्तपोषण को प्रोत्साहित करती हैं, राज्य विश्वविद्यालयों की आर एंड डी क्षमता को राष्ट्रीय प्राथमिकताओं से जोड़कर सुदृढ़ बनाते हैं, और अनुसंधान में निजी क्षेत्र की भागीदारी को बढ़ावा देते हैं। प्रतिष्ठान सीमित संख्या में उन फैलोशिप,

सेमिनार और कार्यशाला कार्यक्रमों को भी सहायता देता है, जिनका उद्देश्य अनुसंधान क्षमता का निर्माण करना है। संरेखण का एक प्रमुख तंत्र मिशन फॉर एडवांसमेंट इन हाई-इम्पैक्ट एरियाज़ (एमएचए) है, जो बहु-संस्थागत, बहुविषयक और बहु-अन्वेषक सहयोगों के माध्यम से समाधान-उन्मुख, मिशन-मोड अनुसंधान पर केंद्रित है। एमएचए के अंतर्गत, एनआरएफ ने इलेक्ट्रिक वाहन (ईवी) मोबिलिटी, 2डी सामग्री, मेडटेक और विज्ञान व इंजीनियरिंग के लिए एआई जैसे क्षेत्रों में प्राथमिकता मिशनों की पहचान कर उन्हें प्रारंभ किया है, जिससे यह सुनिश्चित हो सके कि राष्ट्रीय रणनीतिक महत्व वाले क्षेत्रों के लिए अनुसंधान प्रयास किए जाएं।

(ग) नई आरडीआई योजना, जिसका नेतृत्व विज्ञान और प्रौद्योगिकी विभाग (डीएसटी) बतौर नोडल मंत्रालय कर रहा है, को विशेष प्रयोजन निधि (एसपीएफ) और अनुसंधान राष्ट्रीय शोध प्रतिष्ठान (एनआरएफ) के अंतर्गत एक स्वतंत्र व्यापार इकाई के माध्यम से लागू किया जा रहा है। इस योजना में दो-स्तरीय वित्तपोषण तंत्र का उपयोग किया गया है। प्रथम स्तर पर, एनआरएफ के अंतर्गत स्थित एसपीएफ कोष के संरक्षक के रूप में कार्य करता है, जबकि दूसरे स्तर पर क्रियान्वयन द्वितीय स्तरीय निधि प्रबन्धकों (एसएलएफएम) द्वारा किया जाता है, जिनमें वैकल्पिक निवेश निधि, विकास वित्त संस्थान, एनबीएफसी, तथा टीडीबी, बीआईआरएसी और आईआईटी अनुसंधान पार्क जैसे फोकस्ड अनुसंधान संगठन शामिल हैं। वित्तीय सहायता दीर्घकालिक असंरक्षित ऋणों के रूप में कम ब्याज दर पर प्रदान की जाती है; जहाँ उपयुक्त हो वहाँ स्टार्ट-अप्स के लिए इक्विटी सहायता दी जाती है; और डीप-टेक फंड ऑफ फंड्स संरचनाओं में अंश भी किया जाता है। डीएसटी ने संबंधित मंत्रालयों और हितधारकों से परामर्श कर क्रियान्वयन के दिशा-निर्देश तथा द्वितीय-स्तरीय निधि प्रबन्धकों की चयन प्रक्रिया तैयार की है; इन्हें वित्त मंत्रालय की सहमति के साथ एनआरएफ कार्यकारी परिषद द्वारा अनुमोदित किया गया है। डीएसटी ने विशेष वित्तीय नियम भी तैयार किए हैं, जिन्हें वित्त मंत्रालय की मंजूरी के बाद इसी प्रकार अपनाया गया है।

(घ) आरडीआई योजना के अंतर्गत अकादमिक अनुसंधान और बाज़ार-उपयुक्त उत्पादों के बीच की खाई को पाटने के लिए अपनाए गए प्रमुख तंत्रों में से एक है टेक्नोलॉजी रेडीनेस लेवल्स (टीआरएल)

के पूरे क्रम में संरचित सहायता। नए ढांचे के अंतर्गत, एएनआरएफ़ बुनियादी और प्रारंभिक चरण के विकास से लेकर टीआरएल-4 तक के अनुसंधान को सहायता देगा, जबकि आरडीआई निधि टीआरएल-4 और उससे ऊपर के स्तरों पर प्रोटोटाइप विकास, पायलट प्रदर्शनों और स्केल-अप गतिविधियों के लिए सहायता प्रदान करेगी। यह समन्वित दृष्टिकोण प्रयोगशाला अनुसंधान से व्यावसायिक रूप से तैनात की जा सकने वाली प्रौद्योगिकियों तक एक सुगम और निर्बाध पारगमन सुनिश्चित करता है।

(ड) कोई भी मंत्रालय या विभाग यदि किसी विशेष प्रौद्योगिकी या क्षेत्र को आरडीआई योजना के अंतर्गत शामिल करना चाहता है, तो वह विज्ञान और प्रौद्योगिकी विभाग (डीएसटी) को प्रस्ताव प्रस्तुत कर सकता है। ऐसे प्रस्तावों को परीक्षा हेतु अनुसंधान राष्ट्रीय शोध प्रतिष्ठान (एएनआरएफ़) की कार्यकारी परिषद (ईसी) के समक्ष रखा जाता है। ईसी की सिफ़ारिशों के आधार पर, प्रस्ताव को उपयुक्त निर्णय के लिए सचिवों के अधिकार प्राप्त समूह (ईजीओएस) को भेजा जाता है।

यह तंत्र सुनिश्चित करता है कि विभिन्न मंत्रालयों के प्रयास आरडीआई -केंद्रित वित्तपोषण ढांचे के भीतर एक संरचित और समन्वित तरीके से एकीकृत हों।

RESEARCH AND DEVELOPMENT IN RENEWABLE ENERGY TECHNOLOGIES

554. SHRI ANUP SANJAY DHOTRE:

SHRI BIPLAB KUMAR DEB:

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

(a) the details of Research and Development (R&D) initiatives undertaken for next-generation renewable technologies;

(b) the manner in which the Government collaborating with academic and research institutions in this regard;

(c) the steps taken by the Government to promote indigenous manufacturing of

renewable energy equipment;

(d) the manner in which the Government encourage innovation in energy storage and smart grids;

(e) whether there are special grants or funds for startups working on clean energy and if so, the details thereof; and

(f) whether the Government proposes to increase investments in Research and development of advanced solar cells, wind turbines and energy storage to enhance energy efficiency and if so, the details thereof?

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

(a) to (e) The Ministry is implementing a “Renewable Energy Research and Technology Development Programme (RE-RTD)” through various research institutions and industry to develop indigenous technologies and manufacturing for widespread applications of new and renewable energy including energy storage and smart grids technologies in efficient and cost-effective manner in the country.

Under the RE-RTD programme, the Ministry provides up to 100% financial support to Government/non-profit research organizations and upto 70% to Industry, start-ups, private Institutes, entrepreneurs, and manufacturing units.

(f) Yes. The Government is continuously enhancing investments in research, development and demonstration of advanced renewable energy technologies through RE-RTD Programme, including next-generation solar cell technologies including perovskite and perovskite–silicon tandem solar cells, wind resources

assessment, and emerging energy storage technologies.

CLOUD SEEDING OPERATIONS

555. SUSHRI MAHUA MOITRA:

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

- (a) whether it is a fact that the ongoing cloud seeding operations in various parts of the country including Kanpur and nearby regions have been stopped due to a decline in atmospheric humidity;
- (b) if so, the details thereof and the reasons for such reduction in humidity levels;
- (c) the total expenditure incurred on cloud seeding operations so far during the current year;
- (d) whether the Government has assessed the effectiveness and outcomes of these cloud seeding experiments; and
- (e) if so, the details thereof and findings of such assessment along with the future plan for similar operations?

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 Ministry of Earth Sciences (MoES) is not involved in the ongoing cloud seeding operations in various parts of the country. However, the Indian Institute

of Tropical Meteorology (IITM) under the Ministry had conducted a research study on rain enhancement through cloud seeding in the rain shadow region of India during the period 2017-2019 through the Cloud Aerosol Interaction and Precipitation Enhancement Experiment (CAIPEEX) Program. Details of this research project and the outcome of the study are available at <https://www.tropmet.res.in/~lip/Publication/Technical-Reports/CAIPEEX-Report-July2023.pdf>.

(b) to (e) The question does not applicable in this scenario.

ACCOUNTABILITY AND AUDIT MECHANISMS FOR ARTIFICIAL INTELLIGENCE

556. SHRI VISHNU DAYAL RAM:

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

- (a) whether the Government has instituted any accountability and audit mechanisms for Artificial Intelligence (AI) systems that process or collect users' personal data;
- (b) the existing or proposed regulations to ensure that personal information is not misused or stripped from users without consent;
- (c) whether any independent audit bodies have been set up to monitor AI-based data processing and ensure compliance with data protection norms; and
- (d) the steps taken by the Government to enhance transparency and ethical governance in the use of AI technologies?

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

(a) to (d) The policies of the Government of India aim to ensure an open, safe, trusted and accountable cyberspace for users.

This is particularly important in the context of the rapid growth of Artificial Intelligence (AI) adoption and data-driven technologies.

Accountability & Audit Mechanisms

The Digital Personal Data Protection Act, 2023 (“Act”), and the Digital Personal Data Protection Rules, 2025 (“Rules”), were notified on 13 November 2025

- Personal data to be processed for a lawful purpose with a free, specific, informed, unconditional and unambiguous consent from the individual
- Consent to be preceded or accompanied by a notice describing the personal data to be collected and the specific purpose for its processing
- Rules require Data Fiduciaries to implement appropriate security safeguards, such as encryption or masking, to protect data and prevent breaches

Moreover, users retain the right to withdraw their consent at any time. Upon such withdrawal, the Data Fiduciary is obliged to erase the personal data, unless its retention is required by law.

The Act requires every Significant Data Fiduciary to appoint an independent data auditor to assess compliance with its provisions.

SPDI Rules

The Information Technology (Reasonable Security Practices and Procedures and Sensitive Personal Data or Information) Rules, 2011, (SPDI Rules) are issued under Section 43A of the IT Act, 2000,

These currently govern protection of sensitive personal data and will remain in force until the obligations under the DPDP Act come into effect

- Personal data must be collected and used only for the stated purpose and kept secure
- Organisations handling sensitive personal data must publish a privacy policy detailing how data will be used
- Prior consent of the data provider is required for disclosure to any third party
- Sensitive personal data must not be published and must not be further disclosed by third parties
- Reasonable security practices and procedures must be implemented to prevent misuse

The Government approved the IndiaAI Mission in March 2024 as a national-level initiative to build a comprehensive, inclusive, and sustainable AI ecosystem.

One of its key pillars, Safe & Trusted AI, seeks to balance innovation with robust governance frameworks to ensure responsible AI adoption.

Safe and Trusted AI

This pillar under IndiaAI mission enables the implementation of Responsible

AI projects. It includes the development of indigenous tools and frameworks, self-assessment checklists for innovators, and other guidelines and governance frameworks.

Eight Responsible AI Projects have been selected to address the need for robust guardrails to ensure the responsible development, deployment, and adoption of AI technologies.

The projects cover a range of critical themes, including Machine Unlearning, Synthetic Data Generation, AI Bias Mitigation, Ethical AI Frameworks, Privacy-Enhancing Tools, Explainable AI, AI Governance Testing, and Algorithm Auditing Tools.

CRITICAL MINERALS AND DEEP-SEA EXPLORATION

557. SHRI VISHWESHWAR HEGDE KAGERI: SHRI KALI CHARAN SINGH:

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

- (a) the present status of the exploration and auction of 20 identified critical mineral blocks;
- (b) the steps being taken to expedite technical cooperation/tie-ups for exploration of seabed resources in the Indian Ocean;
- (c) the details of proposed research areas and facilities for critical mineral processing at the National Institute of Advanced Mineral Technology; and
- (d) the details of specific financial incentives being provided to attract Foreign Direct Investment (FDI) in the mining sector?

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

(a) The Geological Survey of India (GSI), an attached office of the Ministry of Mines, carries out mineral exploration, including critical minerals, and has handed over Geological Reports of 83 critical mineral blocks and Geological Memorandums of 77 critical mineral blocks to the Central Government. So far, 59 critical mineral blocks have been auctioned successfully. Further, the Central Government has notified Notice Inviting Tender (NIT) of 23 critical mineral blocks for auction.

(b) The Ministry of Earth Sciences conducts exploration of deep seabed mineral resources beyond India's EEZ in the Indian Ocean through signed contract with the International Seabed Authority.

(c) There is no institute with the name 'National Institute of Advanced Mineral Technology. In view of this, question does not arise.

(d) In order to attract Foreign Direct Investment(FDI), as per the FDI Policy, 2020, 100% FDI is allowed under automatic route for mining and exploration of metal and non-metal ores including diamond, gold, silver and precious ores but excluding titanium bearing minerals and its ores.

PM VIKAS SCHEME

558. SHRI P. P. CHAUDHARY:

SUSHRI KANGNA RANAUT:

SHRI NABA CHARAN MAJHI:

SHRI BIBHU PRASAD TARAI:

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

- (a) the key objectives of the Pradhan Mantri Virasat Ka Samvardhan (PM-VIKAS) scheme in enhancing skill development and employment opportunities for minority youth;
- (b) the number of Persons with Disabilities (PwD) enrolled along with the measures adopted to ensure their inclusion and accessibility;
- (c) the nature of partnerships and Memorandums of Understanding (MoUs) signed with State Governments to strengthen industry linkages and apprenticeship opportunities; and
- (d) the total number of beneficiaries enrolled under PM VIKAS so far, by job role and sector, category-wise, particularly in the Pali Lok Sabha constituency of Rajasthan and Himachal Pradesh?

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

(a) The Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS) is a Central Sector Scheme focusing on the socio-economic empowerment of six notified minorities through skill development; entrepreneurship among minority women; and education support for school dropouts.

The main objectives of Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS) scheme in promoting skill development and employment opportunities for minority youth, are as under:

- i. To build capacity of minority communities through targeted interventions by providing skill training support in need-based courses and ensuring employment / livelihood opportunities for them.

- ii. To preserve and promote the cultural heritage including traditional arts and craft forms by propagation of literature/ documents/ manuscripts and showcasing their unique Intangible Cultural Heritage (ICH).
 - iii. To empower women from minority communities and instil confidence amongst them by providing leadership and entrepreneurship training and support.
 - iv. To improve employability of and generate better livelihood opportunities for minorities through market and credit linkages.
- (b) The scheme has been recently rolled out and as per the scheme guidelines, 3 percent of the total seats are reserved for Persons with Disability (PwDs) across all the scheme components.
- (c) Under the PM VIKAS scheme, the implementing agencies are required to ensure placement of candidates as per the scheme guidelines and it forms a part of the MoUs that the Ministry signs with the implementing agencies. Under non-traditional (modern) skilling, PIAs are required to ensure placement of at least 75 percent skilled beneficiaries in some form of employment (wage/ self-employment/ apprenticeship), of which at least 50 percent should be placed in organized sector, as categorised in the National Skill Quality Framework (NSQF)/ Common Cost Norms (CCN).
- (d) Under the PM VIKAS Scheme, allocations are not made state wise, rather projects are allocated to different Implementing Agencies. However, as per projects allocations made to different Implementing Agencies till now, no targets have been allocated for the state of Himachal Pradesh. Further, allocation letters

have been issued for a target of about 2,560 beneficiaries in Rajasthan across traditional and non-traditional component. A component-wise, job-role wise and sector-wise bifurcation (as on date) is given in the enclosed **Statement**.

STATEMENT

Job role and sector-wise bifurcation of target allocated under PM VIKAS in Rajasthan

S.No	Component	Sector	Job Role	Sum of Target
1	Non-traditional Skilling	Telecom	Broadband Network Technician	120
2	Non-traditional Skilling	Telecom	Wireless Network Technician	120
3	Non-traditional Skilling	Plumbing	Technician - Water Distribution System (Multi – Skill)	70
4	Non-traditional Skilling	Plumbing	Plumber - General	180
5	Non-traditional Skilling	Plumbing	Junior Technician - Smart Meter	500
6	Non-traditional Skilling	Plumbing	Industrial Electrician	500
7	Non-traditional Skilling	Electronics & HW	Multi Skill Technician - Consumer Durables	140
8	Non-traditional Skilling	Green Jobs	Solar Photovoltaic Entrepreneur	130
9	Traditional Skilling	Handicrafts & Carpets	Traditional Hand Embroiderer	400
10	Traditional Skilling	Handicrafts & Carpets	Hand Spinning Operator	130
11	Non-traditional Skilling	Information Technology	A.I (Artificial Intelligence) - Technocrat	120

		Sector		
12	Traditional Skilling	Handicrafts & Carpets	Carpet Weaver	30
13	Non-traditional Skilling	Food Industry	Multiskill Technician (Food Processing)	60
14	Non-traditional Skilling	Logistics	Warehouse Associate	60
Grand Total				2560

ग्राम पंचायतों में वाई-फाई संपर्क

559. डॉ. शिवाजी बंडाप्पा कालगे:

श्री संदिपनराव आसाराम भुमरे:

श्री ज्ञानेश्वर पाटील:

श्री निलेश ज्ञानदेव लंके:

श्रीमती कलाबेन मोहनभाई देलकर:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार द्वारा देश भर के विभिन्न राज्यों में ग्राम पंचायतों में वाई-फाई संपर्क प्रदान करने के कार्यक्रम में तेजी आई है;

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

(ग) विशेषकर महाराष्ट्र, मध्य प्रदेश और संघ राज्यक्षेत्र दादरा एवं नगर हवेली में राज्य/संघ राज्यक्षेत्रवार कितनी ग्राम पंचायतों में वर्तमान में वाई-फाई संपर्क है;

(घ) वर्तमान वर्ष में ग्राम पंचायत इंटरनेट सेवाओं के लिए कितना वित्तीय परिव्यय आवंटित किया गया है; और

(ङ) यदि हां, तो महाराष्ट्र, मध्य प्रदेश और संघ राज्यक्षेत्र दादरा एवं नगर हवेली सहित तत्संबंधी ब्यौरा क्या है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) से (ग) दिनांक 17.11.2025 तक देश में सेवा प्रदान करने के लिए तैयार ग्राम पंचायतों (जीपी) की कुल संख्या 2,14,864 है। राज्य-वार विवरण डिजिटल भारत निधि की वेबसाइट (<https://usof.gov.in/en/home>) पर उपलब्ध है। कई ग्राम पंचायतों (जीपी) में वाई-फाई सेवा संस्थापित उपकरणों द्वारा समर्थित है।

(घ) और (ङ) चालू वित्त वर्ष 2025-26 में, महाराष्ट्र, मध्य प्रदेश और संघ राज्य क्षेत्र दादरा एवं नगर हवेली सहित देश के ग्रामीण और दूरदराज के क्षेत्रों में इंटरनेट/दूरसंचार सेवाएं प्रदान करने के लिए डीबीएन स्कीमों के लिए 28,400 करोड़ रुपये आवंटित किए गए हैं।

उत्तराखंड में नवीकरणीय ऊर्जा पहल

560. श्री त्रिवेन्द्र सिंह रावत:

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

- (क) क्या सरकार ने उत्तराखंड को सौर और जलविद्युत उत्पादन का प्रमुख केंद्र बनाने के लिए कोई विशेष पहल की है;
- (ख) यदि हाँ, तो हरिद्वार जिले में स्थापित सौर रूफटॉप और सौर पार्कों की संख्या कितनी है;
- (ग) क्या प्रधानमंत्री कृषि ऊर्जा सुरक्षा एवं उत्थान महाअभियान (पीएम-कुसुम) के अंतर्गत किसानों को सौर पंप उपलब्ध कराए गए हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) क्या उक्त राज्य में हरित ऊर्जा क्षमता बढ़ाने के लिए कोई नई परियोजनाएँ स्वीकृत की गई हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

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

- (क) और (ख) उत्तराखंड राज्य में विष्णुगढ़ पीपलकोटी (444 मेगावाट), तपोवन विष्णुगढ़ (520 मेगावाट) तथा लखवार बहुउद्देश्यीय परियोजना (300 मेगावाट) नामक तीन हाइड्रोइलेक्ट्रिक परियोजनाएं निर्माणाधीन हैं।

सरकार ने उत्तराखंड सहित देश में सौर परियोजनाओं की स्थापना को बढ़ावा देने के लिए विभिन्न उपाय किए हैं। किए गए प्रमुख उपाय संलग्न **विवरण** में दिए गए हैं।

दिनांक 27.11.2025 की स्थिति के अनुसार, पीएम सूर्य घर: मुफ्त बिजली योजना (पीएमएसजी: एमबीवाई) के अंतर्गत, हरिद्वार जिले में 7196 सौर रूपटॉप प्रणालियां स्थापित की गई हैं।

- (ग) दिनांक 31.10.2025 की स्थिति के अनुसार, उत्तराखंड राज्य को कुल 3685 सौर पंप आवंटित किए गए हैं, जिनमें से 1636 पंप स्थापित किए जाने की सूचना है।
- (घ) उत्तराखंड सरकार ने 250 मेगावाट (लगभग) के संचयी लक्ष्य से सीएम सौर स्वरोजगार योजना की शुरुआत की है, जिसमें व्यक्ति को (20 किलोवाट, 25 किलोवाट, 50 किलोवाट, 100 किलोवाट, 200 किलोवाट की विभिन्न क्षमताओं वाले सौर विद्युत संयंत्र) सौर विद्युत संयंत्र उपलब्ध कराया जाता है।

विवरण

देश में सौर ऊर्जा क्षमता की स्थापना को बढ़ावा देने के लिए किए गए उपाय

- ग्रिड कनेक्टेड सौर, पवन, पवन-सौर हाइब्रिड और सतत एवं प्रेषणयोग्य नवीकरणीय ऊर्जा (एफडीआई) परियोजनाओं से विद्युत की खरीद के लिए टैरिफ आधारित प्रतिस्पर्धी बोली प्रक्रिया के लिए मानक बोली दिशानिर्देश जारी किए गए हैं
- अक्षय ऊर्जा खपत को बढ़ावा देने के लिए, अक्षय ऊर्जा खरीद बाध्यता (आरपीओ) के बाद अक्षय उपभोग बाध्यता (आरसीओ) ट्रजेक्ट्री को वर्ष 2029-30 तक के लिए अधिसूचित किया गया है। ऊर्जा संरक्षण अधिनियम 2001 के अंतर्गत सभी नामित उपभोक्ताओं पर लागू आरसीओ की अनुपालना न करने पर जुर्माना लगाया जाएगा। आरसीओ में विकेंद्रीकृत अक्षय ऊर्जा स्रोतों से खपत की निर्दिष्ट मात्रा भी शामिल है।
- ऑटोमेटिक रूट के अंतर्गत 100 प्रतिशत तक प्रत्यक्ष विदेशी निवेश (एफडीआई) की

अनुमति दी गई है।

- प्रधानमंत्री किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान (पीएम-कुसुम), पीएम सूर्य घर मुफ्त बिजली योजना, राष्ट्रीय उच्च दक्षता सौर पीवी मॉड्यूल कार्यक्रम, प्रधानमंत्री जनजाति आदिवासी न्याय महा अभियान (पीएम जनमन) तथा धरती आबा जनजाति ग्राम उत्कर्ष अभियान (डीए जेजीयूए) के अंतर्गत नवीन सौर विद्युत योजना (जनजाति तथा पीवीटीजी बस्तियों/गावों के लिए), राष्ट्रीय ग्रीन हाइड्रोजन मिशन, अपतटीय पवन ऊर्जा परियोजनाओं के लिए व्यवहार्यता अंतराल वित्तपोषण (वीजीएफ) जैसी योजनाएं शुरू की गई हैं।
- सौर पार्कों और अल्ट्रा मेगा सौर विद्युत परियोजनाओं पार्कों की स्थापना के लिए, अक्षय ऊर्जा डेवलपर्स को बड़े स्तर पर अक्षय ऊर्जा परियोजनाओं की स्थापना हेतु भूमि एवं ट्रांसमिशन उपलब्ध कराने के लिए योजना का कार्यान्वयन किया जा रहा है।
- सौर और पवन विद्युत की इंटर-स्टेट बिक्री के लिए दिनांक 30 जून, 2025 तक चालू होने वाली परियोजनाओं के लिए दिसम्बर, 2032 तक इंटर-स्टेट ट्रांसमिशन प्रणाली (आईएसटीएस) शुल्कों को माफ कर दिया गया है।
- सौर फोटोवोल्टिक उत्पादों (यानी, सौर पीवी मॉड्यूल, सौर पीवी इनवर्टर और भंडारण बैटरी) और सौर जल तापन प्रणालियों के लिए गुणवत्ता नियंत्रण आदेश अधिसूचित किए गए हैं।
- भारत के लिए संसाधन पर्याप्तता योजना ढांचे के लिए दिशानिर्देश जारी किए गए।
- पांच सौ किलोवाट तक अथवा स्वीकृत विद्युत लोड तक, जो भी कम हो, नेट-मीटरिंग के लिए विद्युत (उपभोक्ता के अधिकार) नियम, 2020 जारी किए गए हैं।
- सौर फोटोवोल्टिक मॉड्यूलों और ग्रिड कनेक्टेड सौर इनवर्टरों के लिए मानक एवं लेबलिंग (एस एंड एल) कार्यक्रम शुरू किए गए हैं।
- तीव्र अक्षय ऊर्जा ट्रेजेक्ट्री के लिए आवश्यक ट्रांसमिशन अवसंरचना को बढ़ाने के लिए वर्ष

2030 तक की ट्रांसमिशन योजना तैयार की गई है।

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

KISAN RAILS FOR ANDHRA PRADESH

561. SHRI KESINENI SIVANATH:

SHRI LAVU SRI KRISHNA DEVARAYALU:

SHRI DAGGUMALLA PRASADA RAO:

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

(a) whether potential circuits for movement of vegetables, fruits and other perishables are identified in consultation with State Governments for KISAN Rails especially for the State of Andhra Pradesh;

(b) if so, the details of the potentially identified circuits in the State of Andhra Pradesh;

(c) whether operational and financial feasibility study has been conducted for these circuits;

(d) if so, the details thereof and if not, the reasons therefor;

(e) whether Detailed Project Report (DPR) is under preparation for any of these circuits; and

(f) 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 (f) Potential circuits for movement of vegetables, fruits and other perishables are identified in consultation with Ministry of Agriculture & 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 taking into consideration, operational feasibility.

Since the launch of Kisan Rail service on 7th August 2020, a total of 2,364 Kisan Rail services, transporting approximately 7.9 lakh tonnes of perishables and generating revenue of Rs 318.68 crores approximately have been operated across the country. From Andhra Pradesh towards Assam, Bihar, West Bengal, Delhi & Tripura, 116 services have been operated, transporting 34,196 tonnes of consignment of perishables including Bananas, Mangoes, Onions etc.

शैक्षिक एवं छात्रवृत्ति योजनाएं

562. श्री राजपालसिंह महेंद्रसिंह जादव:

क्या अल्पसंख्यक कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकार द्वारा वर्ष 2014 से अब तक शुरू की गई शैक्षिक सहायता एवं छात्रवृत्ति योजनाओं का ब्यौरा क्या है और प्रत्येक योजना के अंतर्गत निर्धारित लक्ष्यों एवं प्राप्त उपलब्धियों का वर्षवार ब्यौरा क्या है;

(ख) विभिन्न राज्यों द्वारा भेजे गए शैक्षिक सहायता संबंधी प्रस्तावों और उनमें से केंद्र सरकार द्वारा अनुमोदित प्रस्तावों का राज्य-वार ब्यौरा क्या है;

(ग) विगत चार वर्षों और वर्तमान वर्ष के दौरान उक्त योजनाओं के कार्यान्वयन हेतु आवंटित एवं व्यय की गई धनराशि का योजना-वार एवं राज्य-वार ब्यौरा क्या है;

(घ) क्या सरकार ने लंबित योजनाओं को पूरा करने के लिए कोई समय-सीमा निर्धारित की है; और

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

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरन रिजजू):

(क) से (ङ) अल्पसंख्यक कार्य मंत्रालय अपने विभिन्न कार्यकलापों के माध्यम से भारत में छह अधिसूचित अल्पसंख्यक समुदायों की सामाजिक-आर्थिक स्थिति में सुधार की दिशा में कार्य करता है। वर्ष 2014-15 के दौरान, अल्पसंख्यक समुदायों से संबंधित छात्रों के लिए विदेश में अध्ययन हेतु शैक्षणिक ऋणों पर ब्याज सहायता की “पढ़ो परदेश” योजना का शुभारंभ किया गया। हालांकि, अन्य मंत्रालयों की समान योजनाओं के साथ स्पष्ट समानता (ओवरलैप) तथा कम ब्याज दर पर शिक्षा ऋण उपलब्ध होने की सुगमता को ध्यान में रखते हुए यह योजना वर्ष 2022-23 से बंद कर दी गई है। पिछले 4 वर्षों के दौरान, पढ़ो परदेश योजना के अंतर्गत राज्यवार आवंटित और व्यय की गई निधि का ब्यौरा संलग्न **विवरण** में दिया गया है।

भारत सरकार का उच्चतर शिक्षा विभाग, प्रधानमंत्री उच्चतर शिक्षा प्रोत्साहन [PM-USP] योजना के अंतर्गत तीन घटक योजनाओं अर्थात् कॉलेज एवं विश्वविद्यालय के छात्रों हेतु केंद्र प्रायोजित

छात्रवृत्ति योजना (CSSS), जम्मू एवं कश्मीर तथा लद्दाख के लिए विशेष छात्रवृत्ति योजना (जम्मू-कश्मीर और लद्दाख के लिए SSS) एवं केंद्र प्रायोजित ब्याज सहायता योजना (CSIS) तथा शिक्षा ऋणों के लिए ऋण गारंटी निधि योजना (CGFSEL) को लागू कर रहा है। इसके अतिरिक्त, नवंबर 2024 में एक नई केंद्र प्रायोजित योजना “पीएम-विद्यालक्ष्मी” का भी शुभारंभ किया गया है। पिछले 4 वर्षों की प्रगति रिपोर्ट संलग्न है।

विवरण

पढ़ो परदेश योजना – वर्ष 2018-19 से वर्ष 2021-22 के दौरान दी गई राज्यवार ब्याज सहायता और जारी की गई निधि									
क्र. सं.	राज्य	वर्ष 2018-19		वर्ष 2019-20		वर्ष 2020-21		वर्ष 2021-22	
		ब्याज सहायता प्राप्त लाभार्थियों की संख्या	जारी की गई निधि (लाख रु. में)	ब्याज सहायता प्राप्त लाभार्थियों की संख्या	जारी की गई निधि (लाख रु. में)	ब्याज सहायता प्राप्त लाभार्थियों की संख्या	जारी की गई निधि (लाख रु. में)	ब्याज सहायता प्राप्त लाभार्थियों की संख्या	जारी की गई निधि (लाख रु. में)
1	अंडमान और निकोबार	0	0.00	0	0.00	0	0.00	0	0.00
2	आंध्र प्रदेश	75	46.35	72	58.30	91	60.06	81	50.97
3	असम	7	5.55	5	4.15	6	3.20	1	0.28
4	बिहार	8	6.45	12	7.86	11	3.78	8	2.40
5	चंडीगढ़	5	3.00	4	3.85	3	1.38	2	0.25
6	छत्तीसगढ़	11	9.20	6	3.23	3	1.91	1	1.21
7	दादरा और नगर हवेली	0	0.00	0	0.00	0	0.00	0	0.00
8	दमन और दीव	1	0.18	2	0.32	0	0.00	0	0.00
9	दिल्ली	12	8.48	20	8.20	19	8.23	13	5.64
10	गोवा	14	8.93	15	14.05	13	9.76	4	3.41
11	गुजरात	120	80.00	129	92.99	103	67.37	82	45.08
12	हरियाणा	17	7.74	15	7.81	14	5.04	12	5.63
13	हिमाचल प्रदेश	2	1.91	3	0.94	1	1.05	0	0.00
14	जम्मू और कश्मीर	72	21.68	80	47.10	132	60.27	202	65.07
15	झारखंड	3	1.11	8	3.61	8	2.46	6	2.29
16	कर्नाटक	211	133.41	289	188.73	275	195.12	229	130.33
17	केरल	1138	692.63	1734	1132.28	2236	1360.29	3359	1710.84

18	मध्य प्रदेश	101	79.99	106	74.83	82	50.39	51	30.17
19	महाराष्ट्र	297	233.30	322	244.98	300	225.79	265	194.36
20	मणिपुर	0	0.00	0	0.00	0	0.00	0	0.00
21	मेघालय	2	1.87	1	0.88	0	0.00	0	0.00
22	मिजोरम	2	0.49	1	1.00	0	0.00	0	0.00
23	ओडिशा	5	2.28	7	2.53	4	4.42	5	3.20
24	पुदुचेरी	5	3.10	11	8.78	12	9.60	9	6.39
25	पंजाब	81	36.11	82	36.06	59	22.21	74	21.11
26	राजस्थान	37	26.84	32	20.28	27	15.06	24	12.90
27	तमिलनाडु	147	94.54	155	111.98	133	79.81	108	58.70
28	तेलंगाना	79	43.01	72	41.32	63	40.11	53	27.97
29	उत्तर प्रदेश	31	16.46	36	15.42	30	15.00	15	8.13
30	उत्तराखंड	5	2.23	4	1.86	12	4.32	7	4.59
31	पश्चिम बंगाल	7	5.53	15	7.04	19	8.38	11	7.95
	कुल	2495	1572.37	3238	2140.36	3656	2255.01	4622	2398.88

**उच्चतर शिक्षा विभाग, भारत सरकार की PM-USP योजना के अंतर्गत
घटक योजनाओं की प्रगति**

PM-USP CSSS के अंतर्गत छात्रवृत्तियों का संवितरण			
क्र.सं.	वित्तीय वर्ष	छात्रवृत्तियों की संख्या (नई + नवीनीकृत)	राशि (करोड़ रु. में)
1	2021-22	177615	192.23
2	2022-23	180075	229.28
3	2023-24	169790	217.26
4	2024-25	204049	259.65

PM-USP, SSSJKL के अंतर्गत शैक्षणिक छात्रवृत्ति और राशि का वितरण		
वित्तीय वर्ष	शैक्षणिक छात्रवृत्ति की संख्या (नई + नवीनीकृत)	मंत्रालय द्वारा जारी राशि (करोड़ रु. में)
2021-22	13253	184.00
2022-23	14389	200.00
2023-24	11887	200.00
2024-25	11212	143.90

PM-USP केंद्र प्रायोजित ब्याज सहायता योजना			
वित्तीय वर्ष	दावा वर्ष	प्राप्त दावों की संख्या	दावा की गई राशि (करोड़ रु. में)
2021-22	2020-21	288542	557.81
2022-23	2021-22	285014	483.89
2023-24	2022-23	307070	531.40
2024-25	2023-24	345150	689.71

PM-USP शिक्षा ऋणों के लिए ऋण गारंटी निधि योजना (CGFSEL)		
वित्तीय वर्ष	जारी की गई गारंटियों की संख्या	जारी की गई गारंटी की राशि (करोड़ रु. में)
2021-22	101785	4131.02
2022-23	159087	6606.49
2023-24	179983	8005.01
2024-25	195293	8756.47

UPGRADATION OF PASSENGER AMENITIES AT KASARAGOD RAILWAY STATION

563. SHRI RAJMOHAN UNNITHAN:

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

- (a) whether the Government is aware of inadequate waiting areas, sanitation, and accessibility facilities at Kasaragod station and if so, the details thereof;
- (b) whether the Government proposes to approve new shelters, improved platforms, PA systems, and better lighting under AMRUT/station-redevelopment initiatives and if so, the details thereof; and
- (c) the status of sanctioned works and time for its completion, year-wise?

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

(a) to (c) Kasargod station has been identified for development under Amrit Bharat Station Scheme. Development works at the station have been taken up in good pace. The works of entrance porch, booking window, platform raising and platform surfacing of platform no. 1 and 2/3, platform shelter, improvement of station building, waiting halls, toilets, circulating area, parking area, coach indication board, train indication board, reserved lounge and water booths have been completed. The works of seating arrangement, lifts, escalator, retiring room, second entry parking and 6 m Foot Over Bridge have been taken up.

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

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

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

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

- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

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

So far, 1337 stations have been identified for development under Amrit Bharat Station Scheme, out of which 35 stations are located in the state of Kerala. The names of stations identified for development under Amrit Bharat Station Scheme in the state of Kerala are as following:

State	No. of Stations	Name of Stations
Kerala	35	Alappuzha, Angadippuram, Angamali For Kaladi,

		Chalakudi, Changanassery, Chengannur, Chirayinkeezh, Ernakulam, Ernakulam Town, Ettumanur, Feroke, 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, Wadakkancheri

Development works at railway stations under Amrit Bharat Station Scheme in the state of Kerala have been taken up at a good pace. Till now, phase-I works of 02 stations (Chirayinkeezh, Vadakara) in the state of Kerala have been completed under this scheme. The works at other stations have also been taken up at good pace and progress of some of above stations is as given below:

- Shoranur Junction station: The works of improvement of station building, platform shelter, platform surfacing, toilet, new AC waiting hall, parking area, lift and 6 m Foot Over Bridge have been completed. The finishing works have been taken up.
- Wadakkanchery station: The works of improvement of station building, platform shelter, platform surface, waiting hall, toilet, circulating area and new portico have been completed. The finishing works have been taken up.
- Kuttippuram station: The works of improvement to station building, platform shelters, platform surfacing, waiting hall, toilet, second entry, improvement of circulating area and Foot Over Bridge have been completed. The finishing works

have been taken up.

- Changanassery station: The works of improvement of station building, platform surface, entrance arch, improvement of circulating area and parking area have been completed. The finishing works have been taken up.
- Chalakudistation: The works of improvement of station building, platform shelter, platform surface, waiting hall, toilet, circulating area and parking area have been completed. The finishing works 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.

Development / Upgradation / Modernization of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 ‘Customer Amenities’. The details of allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise and not Work-wise or Station-

wise. Passenger amenities are generally funded under Plan Head-53 'Customer Amenities'. The state of Kerala is covered under the jurisdiction of Southern Railway and for this zone, an allocation of ₹ 1122 crore has been made for the financial year 2025-26, out of which an expenditure (up to October, 2025) of ₹ 686 crore has been incurred so far.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, air-port 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. Therefore, no time frame can be indicated at this stage.

CONSTRUCTION OF SMALL MODULAR ATOMIC REACTORS

564. SHRI RAVINDRA VASANTRAO CHAVAN:

SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

SHRI SUDHEER GUPTA:

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

- (a) whether the Government has initiated/proposes to construct small modular atomic reactors (SMRs) with capacity of 200 megawatt in the country;
- (b) if so, the details thereof along with the salient features of these small atomic reactors;

- (c) whether the locations for setting up of these atomic reactors have been identified and if so, the details thereof, State/UT-wise;
- (d) the objectives behind promoting small atomic reactors and the manner in which they differ from conventional nuclear power plants;
- (e) whether the Government proposes to include private sector in the operation of these atomic reactors in the initial phase and if so, the details thereof;
- (f) whether the Government has set any target regarding increase in capacity of nuclear energy by 2047 and if so, the details thereof; and
- (g) the measures taken/being taken by the Government to ensure environmental safety, waste management and public awareness regarding these projects?

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

(a) and (b) Yes, in Union Budget 2025–26, the Government has allocated ₹20,000 crore for the design, development, and deployment of Small Modular Reactors (SMRs), aiming to operationalise indigenously developed SMRs by 2033.

Under Nuclear Energy Mission funds, have been allocated for R&D of 200 MWe Bharat Small Modular Reactor (BSMR-200) which is in advanced stage of obtaining administrative and financial sanction.

BSMR is based on the proven pressurized water reactor technology. It will use Slightly Enriched Uranium (SEU) as a fuel. It has been provided with passive safety features as well as several engineered safety systems to ensure nuclear safety during off normal conditions.

(c) Under the Nuclear Energy Mission, BARC has initiated design and development works on SMRs namely;

1. 200 MWe Bharat Small Modular Reactor (BSMR-200). Lead unit proposed at Tarapur Atomic Power station site, Maharashtra.
2. 55 MWe Small Modular Reactor (SMR-55). Lead unit proposed to be constructed at Tarapur.
3. Up to 5 MWth high temperature gas cooled reactor meant for hydrogen generation. This reactor is proposed to be constructed at BARC Vizag, Andhra Pradesh.

(d) SMR is a promising technology in industrial decarbonization especially where there is a requirement of reliable and continuous supply of power. Small modular reactors are being developed with specific objectives of;

1. Repurposing of retiring fossil fuel-based power plants,
2. Captive plants for energy intensive industries and
3. Off-grid applications for remote locations.

Small Modular Reactors can be located in brown field sites for repurposing of retiring fossil fuel base plants in off grid areas and as captive power plants in energy intensive industries where large plants cannot be located. They also enable reduce the construction time due to modular construction.

(e) Government has announced to partner with private players for deployment of 220 MW Bharat Small Reactors (BSR). Accordingly, Nuclear Power Corporation of India Limited (NPCIL) has issued a Request for Proposal (RFP) within the existing legal framework, inviting Indian industries to participate in setting up of BSR for captive power generation, to provide a sustainable, low-carbon energy solution for industries, enabling them to decarbonize their operations.

(f) Government of India has set the target of achieving 100 GWe installed nuclear energy capacity by 2047 to contribute significantly in achieving the target of Net Zero by 2070.

(g) Safety including environmental safety is accorded highest priority in setting up of nuclear power projects. The construction of nuclear power plants is commenced only after obtaining environmental clearance from Ministry of Environment, Forest and Climate Change (MoEF&CC) following the due process.

Waste management facilities are an integral part of the design and established along with the plants at the site.

Public awareness activities based on a multipronged approach to spread awareness about nuclear power projects and address any apprehensions in a credible manner are ongoing. DAE regularly organise public awareness programme for educational institutions and villages around the plant sites to spread awareness about nuclear energy and to eradicate myths.

SOLAR PARKS IN TAMIL NADU

565. SHRI A. MANI:

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

(a) whether the Government has any proposal to sanction new Solar Parks in Tamil Nadu particularly in Dharmapuri district which has vast potential for solar energy generation;

(b) if so, the details of Central Financial Assistance released to Tamil Nadu under the Solar Park Scheme; and

(c) the steps being taken by the Government to encourage private sector investment in setting up Solar Parks and large-scale solar projects in Dharmapuri and other potential districts of Tamil Nadu?

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

(a) and (b) As on date, there is no Solar Park sanctioned in Tamil Nadu under the scheme for “Development of Solar Parks and Ultra-Mega Solar Power Projects” and no new proposal for the same is received.

(c) The Government has taken various steps for promoting setting up of solar projects in the country including Tamil Nadu. The major steps taken are given in the enclosed **Statement**.

STATEMENT

Steps taken to promote setting up of solar energy capacity in the country

- Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar Hybrid

and Firm & Dispatchable Renewable Energy (FDRE) projects have been issued.

- Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.
- 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.
- Inter State Transmission System (ISTS) charges were waived for inter-state sale of solar and wind power for projects commissioned by 30th June 2025.
- 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.
- 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.
- Issued Guidelines for Resource Adequacy Planning Framework for India.
- Standard & Labelling (S&L) programs for Solar Photovoltaic modules and Grid-connected Solar Inverters have been launched.
- To augment transmission infrastructure needed for steep RE trajectory,

transmission plan has been prepared till 2030.

- “The Electricity (Late Payment Surcharge and related matters) Rules (LPS rules) have been notified.
- Electricity (Promoting Renewable Energy Through Green Energy Open Access) Rules, 2022, notified on 06th June 2022 with objective of ensuring access to affordable, reliable, and sustainable green energy for all. Green Energy Open Access is allowed to any consumer with contract demand of 100 kW or above through single or multiple single connection aggregating Hundred kW or more located in same electricity division of a distribution licensee.
- Green Term Ahead Market (GTAM) has been launched to facilitate sale of Renewable Power through exchanges.
- Government has issued orders that power shall be dispatched against Letter of Credit (LC) or advance payment to ensure timely payment by distribution licensees to RE generators.

FREIGHT INCENTIVE SCHEME

**566. SHRI NARESH GANPAT MHASKE:
DR. SHRIKANT EKNATH SHINDE:
SHRIMATI BHARTI PARDHI:
SHRI VISHALDADA PRAKASHBAPU PATIL:
SHRI RAVINDRA DATTARAM WAIKAR:
SHRI SHRIRANG APPA CHANDU BARNE:**

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

- (a) whether the Government has launched freight incentive schemes to attract bulk and small cargo to Railways and if so, the details thereof;
- (b) the categories of concessions and services offered to industries and logistics players;
- (c) whether initiatives like Gati Shakti Cargo Terminals are linked to these freight reforms and if so, the details thereof;
- (d) the manner in which the Government ensures faster turnaround times and last-mile connectivity; and
- (e) whether these schemes strengthen country's supply chain efficiency and logistics competitiveness particularly in Balaghat Lok Sabha Constituency, MMR Region and Maharashtra 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) Indian Railway has taken multi-pronged strategy to promote the freight segment and strengthening of the supply chain through freight-rate rationalization and adoption of various incentive schemes.

i. Some of the initiatives taken are as under:

- Introduction of rationalized and simplified Gross Tonnes (GTKM) based rate for haulage of bulk cement in tank containers. The new rate structure, without complex slab structure (for weight and distance), enhances ease of doing business.

- Telescopic rate benefit extended to domestic Coal movement in Rail-Sea-Rail (RSR) mode,
 - Reclassification of commodities-Soda Ash Dense/Light, Soda Bi-carbonate etc.
 - Liberalized Automatic Freight Rebate Scheme in Traditional Empty Flow Directions,
 - Station-to-Station Rates Policy,
 - Rationalization of Merry-Go-Round,
 - Concession in Short Lead Traffic,
 - Discount in freight to Fly Ash/Bed Ash traffic booked in Open/flat Stock & covered wagons,
 - De-notification of commodities for carriage at Haulage rate per TEU in container,
 - Joint Parcel Product-Rapid Cargo Service (JPP-RCS) scheme
 - Incentives for Containerized transportation of Tiles Traffic,
 - Policy for Cargo Aggregation-Cargo Aggregator Transportation Product, etc.
- ii. Indian Railway has implemented various schemes to attract private investment in General Purpose Wagons, Special Purpose / High Capacity wagons and Automobile carrier wagons for cement, oil, steel, fly-ash, automobile etc. So far, around 240 rakes of special purpose wagons, 374 rakes of general-purpose wagons and 48 rakes of automobile wagons

have been inducted.

- “Bulk Cement Terminal Policy” has been launched recently as part of Railway reforms for Cement transportation to facilitate setting up Bulk Cement terminals on Railway land. This will enhance transportation of Bulk Cement by Rail through specialized wagons,
- Under the ‘Gati Shakti Multi-Modal Cargo Terminal (GCT)’ policy launched to facilitate development of cargo terminals on non Railway land, as well as on Railway land (partially or fully), so far, 118 new GCTs have been commissioned since the implementation of the policy, with an estimated traffic capacity of 192 million tonnes per annum (MTPA).
- From the financial year 2023-24 onwards, an amount of ₹14500 crore has been allocated for improvement of freight and parcel terminals.
- A total of 9 new Gati Shakti Cargo terminals(GCTs) have been commissioned so far in Maharashtra state including in MMR region, with total investment of ₹548.69 crore. Further, 91 works have been sanctioned in Maharashtra state including in MMR region, of amount of ₹ 932.34 crore for development of goods and parcel terminals.

iii. The Government is taking several steps to ensure faster turnaround times and last mile connectivity which includes capacity enhancement works such as:

- Doubling and multi tracking of important Railway routes,
- Engine-on-Load(EOL) scheme,

- Mechanization of Terminals with silo, preweighbin, Tipplers, Hoppers, Conveyor belts etc,
- Commissioning of Eastern Dedicated Freight Corridor (EDFC) and Western Dedicated Freight Corridor (WDFC),
- Construction of flyovers and by-passes to decongest busy terminals,
- Containerization of Cargo and providing direct Rail connectivity to industries under the PM Gati Shakti Cargo terminals policy for enhancing efficient Multimodal Transportation Development.

TRAIN STOPPAGE ACROSS KERALA

567. SHRI V. K. SREEKANDAN:

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

- (a) whether it is a fact that the Southern Railway had discontinued a slew of stoppages during the post Covid-19 and is now considering restoring/allowing permanent additional stoppages for trains across Kerala and if so, the details thereof;
- (b) whether it is a fact that at least a dozen trains operating in the State have been provided new permanent stoppages recently and if so, the details thereof;
- (c) whether it is a fact that the reason for the spurt in allotting permanent additional stoppages is due to demand from the commuters rather than the operational reasons and if so, the details thereof; and
- (d) whether it is a fact that a stop is provided based on the revenue generated

from each station and if so, the details thereof indicating *inter alia* with the stations where stoppages have been restored/additional permanent stoppages were allowed come under this category?

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

(a) to (d) With a view to contain the spread of Covid-19 pandemic, Indian Railways (IR) had discontinued the operation of all regular passenger carrying trains with effect from 23rd March, 2020 and only special train services were being operated.

Indian Railways also undertook rationalization of time table, including rationalisation of stoppages, in a scientific manner with the assistance of IIT-Bombay. The exercise has been undertaken *inter alia* to provide for better passenger safety by creating maintenance corridor blocks, speeding up of train services and to improve punctuality. Since November-2021, Express train services are being operated as per rationalized time table.

To facilitate the passengers of various stations located in the State of Kerala, 152 stoppages have been provided during the period 2023-24 and 2025-26 (till 25th November, 2025).

Besides, provision of stoppage of train services depends on the traffic justification, operational feasibility including availability of extra time on the section & availability of matching infrastructure such as Platform length etc., which is an on-going process.

प्रधानमंत्री 15-सूत्रीय कल्याण कार्यक्रम

568. श्री बृजेन्द्र सिंह ओला:

क्या **अल्पसंख्यक कार्य** मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या अल्पसंख्यकों के कल्याण के लिए प्रधानमंत्री का नया 15-सूत्रीय कल्याण कार्यक्रम वर्तमान में क्रियान्वित है और यदि हाँ, तो उसकी स्थिति क्या है;
- (ख) उक्त कार्यक्रम के अंतर्गत चलाई जा रही विशिष्ट योजनाओं की संख्या क्या है और विगत पाँच वर्षों तथा चालू वित्तीय वर्ष के दौरान लाभार्थियों का जिला-वार ब्यौरा क्या है, जिसमें राजस्थान के झुंझुनू लोक सभा निर्वाचन क्षेत्र के लाभार्थी भी शामिल हैं;
- (ग) अल्पसंख्यक कल्याण योजनाओं, विशेषकर शिक्षा और कौशल विकास के संदर्भ में, के समुचित कार्यान्वयन में आने वाली चुनौतियों का ब्यौरा क्या है;
- (घ) सरकार द्वारा विगत तीन वर्षों में प्रत्येक वर्ष के दौरान जारी और व्यय की गई धनराशि का राज्य-वार और जिला-वार ब्यौरा क्या है, जिसमें झुंझुनू लोक सभा निर्वाचन क्षेत्र भी शामिल है; और
- (ङ) अल्पसंख्यकों के कल्याण से संबंधित कार्यक्रमों के लिए निर्धारित धनराशि के आवंटन और उपयोग में पारदर्शिता और जवाबदेही सुनिश्चित करने के लिए क्या कदम उठाए गए हैं?

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरेन रिजिजू):

(क) से (ग) प्रधानमंत्री का नया 15 सूत्रीय कार्यक्रम अल्पसंख्यकों के कल्याण के लिए एक ऐसा कार्यक्रम है जिसमें सहभागी मंत्रालयों/विभागों की विभिन्न योजनाओं/पहलों को शामिल किया गया है, जिसका उद्देश्य यह सुनिश्चित करना है कि केंद्रीय रूप से अधिसूचित छह अल्पसंख्यक समुदायों के वंचित और कमजोर वर्गों को विभिन्न सरकारी कल्याणकारी योजनाओं का लाभ उठाने के समान अवसर प्राप्त हों और वे देश के समग्र सामाजिक-आर्थिक विकास में योगदान दे सकें। प्रधानमंत्री के नए 15 सूत्रीय कार्यक्रम में शामिल अल्पसंख्यक कार्य मंत्रालय और अन्य सहभागी मंत्रालयों की योजनाएं इस प्रकार हैं:

- i. मैट्रिक-पूर्व छात्रवृत्ति योजना (अल्पसंख्यक कार्य मंत्रालय)

- ii. मैट्रिकोत्तर छात्रवृत्ति योजना (अल्पसंख्यक कार्य मंत्रालय)
 - iii. मेरिट-सह-साधन आधारित छात्रवृत्ति योजना (अल्पसंख्यक कार्य मंत्रालय)
 - iv. राष्ट्रीय अल्पसंख्यक विकास वित्त निगम (एनएमडीएफसी) ऋण योजनाएं
 - v. समग्र शिक्षा अभियान (शिक्षा मंत्रालय)
 - vi. दीन दयाल अन्त्योदय योजना (डीएवाई-एनआरएलएम)- (ग्रामीण विकास मंत्रालय)
 - vii. दीन दयाल उपाध्याय ग्रामीण कौशल योजना (ग्रामीण विकास मंत्रालय)
 - viii. प्रधान मंत्री आवास योजना (ग्रामीण विकास मंत्रालय)
 - ix. दीन दयाल अन्त्योदय योजना - राष्ट्रीय शहरी आजीविका मिशन (आवासन और शहरी कार्य मंत्रालय)
 - x. बैंकों द्वारा प्राथमिकता प्राप्त क्षेत्रों के लिए ऋण (वित्तीय सेवाएं विभाग)
 - xi. प्रधान मंत्री मुद्रा योजना (वित्तीय सेवाएं विभाग)
 - xii. पोषण अभियान (महिला एवं बाल विकास मंत्रालय)
 - xiii. राष्ट्रीय स्वास्थ्य मिशन (स्वास्थ्य एवं परिवार कल्याण विभाग)
 - xiv. आयुष्मान भारत (स्वास्थ्य एवं परिवार कल्याण विभाग)
 - xv. राष्ट्रीय ग्रामीण पेयजल कार्यक्रम (जल जीवन मिशन), (पेयजल एवं स्वच्छता विभाग)
- इन योजनाओं को संबंधित मंत्रालयों/विभागों द्वारा सरकार के संतुष्टि दृष्टिकोण के तहत लागू किया जा रहा है। सरकार के संतुष्टि दृष्टिकोण के तहत कई घटक मुख्यधारा से जुड़ चुके हैं।
- (घ) अल्पसंख्यक कार्य मंत्रालय द्वारा पिछले तीन वर्षों में प्रत्येक वर्ष के दौरान आवंटित और व्यय की गई धनराशि इस प्रकार है:

(करोड़ रु. में)

क्र.सं.	वर्ष	परिव्यय	व्यय
1	2022-23	2612.66	837.68
2	2023-24	2608.93	1032.65
3	2024-25	1868.18	1396.01

(ड) मंत्रालय ने योजना कार्यान्वयन के सुदृढ़ निगरानी ढांचे के माध्यम से अपनी विभिन्न योजनाओं के लिए धन के आवंटन और उपयोग में पारदर्शिता और जवाबदेही सुनिश्चित की है जिसमें व्यापक विषय जांच सूची, वास्तविक निरीक्षण और एक समर्पित प्रबंधन सूचना प्रणाली (एमआईएस) के माध्यम से योजना कार्यान्वयन प्रक्रियाओं के सम्पूर्ण डिजिटलीकरण को अपनाने के लिए प्रौद्योगिकी का अधिक उपयोग और जनता/लाभार्थी से ऑनलाइन फीडबैक प्राप्त करना शामिल है।

PMGKAY IN UTTAR PRADESH

569. SHRI KARAN BHUSHAN SINGH:

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

- (a) the number of beneficiaries of Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY) across categories of AAY (Antyodaya Anna Yojana) households and Priority Households (PHs) in Uttar Pradesh, district-wise;
- (b) the number of Pradhan Mantri Kisan Samridhi Kendras (PMKSKs) set up for outreach to National Food Security Act (NFSA) beneficiaries in Uttar Pradesh, district-wise; and
- (c) the status of installation of tin plates at Fair Price Shops in Uttar Pradesh, district-wise?

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

- (a) The Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY) is being successfully implemented in all the States/UTs including the State of Uttar Pradesh. The Act provides for coverage of 79.56% of the rural and 64.43% of

the urban population for the State of Uttar Pradesh, for receiving free of cost foodgrains, which at Census 2011 comes to 1520.59 lakh persons.

The number of beneficiaries presently covered under the PMGKAY in state of Uttar Pradesh is as follows:

Beneficiaries (in lakh)			
AAY		PHH	Total
No. of Households	No. of Beneficiaries	No. of Beneficiaries	
40.90	132.91	1365.79	1498.70

District wise data of beneficiaries is not maintained by Central Government.

(b) Department of Fertilizers (DoF), vide notification dated 24th August, 2022, has decided to convert the existing village, block/sub district/taluk and district level fertilizer retail shops into Model Fertilizer Retail Shops, namely Pradhan Mantri Kisan Samridhi Kendra (PMKSK). These PMKSK act as a one-stop-shop for farmers for multiple products such as seeds, fertilizers, pesticides etc. and also avail multiple services related to agriculture sector like fertilizer/seed/soil testing, drones & other farm equipments under one single roof.

The conversion of retail shops into PMKSKs is an ongoing process. As of 17.11.2025, a total of 1,70,262 retail shops have been upgraded to PMKSKs. In Uttar Pradesh, 39,191 retail shops have been upgraded to PMKSKs.

District-wise details of Pradhan Mantri Kisan Samridhi Kendras (PMKSKs) is given in the enclosed **Statement**.

(c) Tin plates have been installed in all the 78422 Fair Price Shops in the State

of Uttar Pradesh.

STATEMENT

**Statement showing the district-wise Pradhan Mantri Kisan Samridhi
Kendras**

District-wise PMKSKs developed in Uttar Pradesh		
S. No	District Name	No. of PMKSKs Developed
1	Agra	682
2	Aligarh	890
3	Ambedkar Nagar	653
4	Amethi	363
5	Amroha	446
6	Auraiya	402
7	Ayodhya	644
8	Azamgarh	770
9	Baghpat	208
10	Bahraich	794
11	Ballia	573
12	Balrampur	468
13	Banda	210
14	Barabanki	1016
15	Bareilly	748
16	Basti	737
17	Bhadohi	212
18	Bijnor	603
19	Budaun	758
20	Bulandshahr	733
21	Chandauli	347

22	Chitrakoot	123
23	Deoria	789
24	Etah	601
25	Etawah	482
26	Farrukhabad	619
27	Fatehpur	490
28	Firozabad	448
29	Gautam Buddha Nagar	97
30	Ghaziabad	113
31	Ghazipur	693
32	Gonda	986
33	Gorakhpur	734
34	Hamirpur	161
35	Hapur	203
36	Hardoi	888
37	Hathras	409
38	Jalaun	233
39	Jaunpur	879
40	Jhansi	213
41	Kannauj	590
42	Kanpur Dehat	447
43	Kanpur Nagar	404
44	Kasganj	350
45	Kaushambi	283
46	Kheri	934
47	Kushi Nagar	718
48	Lalitpur	147
49	Lucknow	331

50	Maharajganj	612
51	Mahoba	110
52	Mainpuri	651
53	Mathura	484
54	Mau	254
55	Meerut	453
56	Mirzapur	369
57	Moradabad	622
58	Muzaffarnagar	384
59	Pilibhit	763
60	Pratapgarh	587
61	Prayagraj	842
62	Rae Bareli	717
63	Rampur	513
64	Saharanpur	289
65	Sambhal	537
66	Sant Kabeer Nagar	369
67	Shahjahanpur	863
68	Shamli	167
69	Shravasti	382
70	Siddharth Nagar	704
71	Sitapur	998
72	Sonbhadra	259
73	Sultanpur	550
74	Unnao	697
75	Varanasi	393
Total		39191

बदायूं में डिजिटल साक्षरता योजनाएँ

570. श्री आदित्य यादव:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या उत्तर प्रदेश के बदायूं जिले के कई क्षेत्रों, विशेषकर 31 लाख से अधिक जनसंख्या वाले ग्रामीण क्षेत्रों में दूरसंचार और इंटरनेट अवसंरचना कमजोर है, जिसके कारण दूरस्थ शिक्षा, टेलीमेडिसिन, ई-गवर्नेंस और व्यवसाय-संबंधी डिजिटल सेवाओं तक पहुँच में बाधा आ रही है;

(ख) यदि हाँ, तो सरकार द्वारा बदायूं जिले में 4जी/5जी मोबाइल नेटवर्क कवरेज, ब्रॉडबैंड पहुँच का विस्तार करने, किफायती डिजिटल साक्षरता योजनाएँ शुरू करने और दूरसंचार उपकरणों पर सब्सिडी प्रदान करने के लिए उठाए गए/उठाए जा रहे कदमों का ब्यौरा क्या है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) अक्टूबर 2025 तक, उत्तर प्रदेश के बदायूं जिले के 1,678 गाँवों में से 1,673 गाँव मोबाइल इंटरनेट कनेक्टिविटी से कवर हैं।

(ख) और (ग) सेवा से वंचित आबादी वाले गाँवों के लिए तकनीकी-व्यावसायिक व्यवहार्यता के आधार पर दूरसंचार सेवा प्रदाताओं (टीएसपी) द्वारा मोबाइल कवरेज प्रदान किया जाता है। सरकार, डिजिटल भारत निधि (डीबीएन) से प्राप्त वित्तपोषण के माध्यम से सेवा से वंचित गाँवों में 4जी मोबाइल टावरों की संस्थापना के माध्यम से दूरसंचार कनेक्टिविटी के विस्तार के लिए विभिन्न स्कीमों को कार्यान्वित कर रही है।

इसके अलावा, बदायूं जिले सहित सभी ग्राम पंचायतों (जीपी) और गाँवों को मांग के आधार पर वाई-फाई हॉटस्पॉट, फाइबर टू द होम (एफटीटीएच) कनेक्शन आदि जैसी हाई-स्पीड ब्रॉडबैंड कनेक्टिविटी प्रदान करने के लिए भारतनेट परियोजना लागू की गई है।

डिजिटल साक्षरता हासिल करने के लिए डिजिटल इंडिया कार्यक्रम के तहत प्रधानमंत्री

ग्रामीण डिजिटल साक्षरता अभियान (पीएमजीदिशा) जैसी स्कीमें शुरू की गईं, जिससे बदायूं जिले के 3,20,699 व्यक्तियों सहित देश भर में 6.39 करोड़ व्यक्तियों को प्रशिक्षण मिला। इसके अलावा, बदायूं जिले में राष्ट्रीय इलेक्ट्रॉनिक्स एवं सूचना प्रौद्योगिकी संस्थान (एनआईईएलआईटी) द्वारा आयोजित किए जाने वाले विभिन्न डिजिटल साक्षरता पाठ्यक्रमों के तहत 7417 उम्मीदवारों ने आवेदन किया है।

सरकार ने देश भर में 5जी सेवाओं के विस्तार के लिए कई कदम उठाए हैं, जिनमें 5जी मोबाइल सेवाओं के लिए स्पेक्ट्रम की नीलामी, वर्ष 2022 के बाद से नीलामी में प्राप्त स्पेक्ट्रम के लिए स्पेक्ट्रम उपयोग प्रभार हटाना, गति शक्ति संचार पोर्टल का शुभारंभ और स्मॉल सेल्स और दूरसंचार लाइनों की संस्थापना के लिए स्ट्रीट फर्नीचर के उपयोग की समयबद्ध अनुमति सहित दूरसंचार अवसंरचना की संस्थापना के लिए अनुमतियों को सुव्यवस्थित करने के लिए मार्ग का अधिकार (राइट ऑफ वे) नियम शामिल हैं।

BHARATNET PHASE-III

571. SHRI ARUN BHARTI:

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

- (a) the current status of BharatNet Phase-III (launched in Sept., 2024), its total outlay and the timeline for its completion;
 - (b) the number of Gram Panchayats in Bihar, particularly in Jamui district, that have functional, high-speed BharatNet connections;
 - (c) the total number of Last-Mile Service Providers (LSPs) and Village Level Entrepreneurs (VLEs) onboarded in Bihar to provide home broadband;
 - (d) the number of BharatNet Udyamis trained and certified in Jamui district;
- and

(e) the steps being taken to address network downtime and ensure the Operations and Maintenance (O&M) of the already laid fibre?

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

(a) BharatNet project is being implemented in a phased manner to provide broadband connectivity to all Gram Panchayats (GPs) and villages beyond GPs on demand basis across the country. An estimated outlay approved for Amended BharatNet Program (BharatNet Phase - III) is Rs. 1,39,579 crores and timeline for completion of construction of the project is 36 months from signing of Agreement with Project Implementation Agency (PIA). Agreement has been signed with Project Implementation Agencies (PIAs) for Twelve Packages for thirteen States and five UTs.

(b) A total 3375 GPs in Bihar including 109 GPs particularly in Jamui district have functional high speed BharatNet connections.

(c) and (d) Around 396 BharatNet Udyamies (BNUs) have been onboarded in Bihar to provide FTTH connections using BharatNet network. BNU could be a Village Level Entrepreneur, Internet Service Provider, Self Help Group (SHG), etc. Six BharatNet Udyamis have been trained and certified by BSNL in Jamui district.

(e) Under Amended BharatNet program, following steps have been included to address network downtime and ensure the operations and maintenance (O&M) of already laid fiber:

(i) Creation and Upgradation of BharatNet network in ring architecture

- (ii) Operations & Maintenance of the entire network based on Service Level Agreement (SLA)
- (iii) Single Project Implementation Agency (PIA) for construction and O&M of the network in a Package
- (iv) Dedicated Network Operation Centre

धान किसानों का कल्याण

572. श्री कुलदीप इंदौरा:

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

(क) क्या सरकार को इस वर्ष धान की खरीद में हुई देरी और कम खरीद के कारण श्रीगंगानगर-हनुमानगढ़ में किसानों के सामने आ रही समस्याओं की जानकारी है और यदि हां तो इसके क्या कारण हैं;

(ख) सरकार द्वारा किसानों से धान की खरीद सुनिश्चित करने के लिए क्या कदम उठाए जा रहे हैं;

(ग) चालू वर्ष सहित पिछले तीन वर्षों के दौरान श्रीगंगानगर-हनुमानगढ़ में धान की खरीद का ब्यौरा क्या है; और

(घ) सरकार द्वारा धान किसानों का कल्याण सुनिश्चित करने और धान खरीद में बिचौलियों की भूमिका को समाप्त करने के लिए क्या कदम उठाए गए हैं?

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

(क) और (ख) न्यूनतम समर्थन मूल्य (एमएसपी) पर खरीद कार्य मुख्य रूप से राज्य सरकार द्वारा अपनी एजेंसियों के माध्यम से किया जाता है। राजस्थान सरकार ने सूचित किया है कि विकेंद्रीकृत खरीद (डीसीपी) मोड के तहत राज्य में एमएसपी पर धान की खरीद के लिए कोई आवश्यकता

निर्धारित नहीं होने के कारण, राज्य सरकार ने खरीफ विपणन मौसम (केएमएस) 2025-26 के दौरान धान की खरीद नहीं करने का निर्णय लिया है।

(ग) राज्य में खरीफ विपणन मौसम 2023-24 से 2025-26 तक की अवधि के दौरान एमएसपी पर धान की कोई खरीद नहीं की गई है।

(घ) भारत सरकार ने राज्य सरकार के ऑनलाइन खरीद पोर्टल के माध्यम से किसानों से धान, गेहूं और अन्य खाद्यान्नों की खरीद की प्रणाली शुरू की है और सरकारी खरीद एजेंसियों द्वारा किसानों को उनके बैंक खाते में एमएसपी का सीधा ऑनलाइन भुगतान अधिमान्य रूप से खरीद के 48 घंटों के भीतर करने का अनिवार्य प्रावधान किया है।

खाद्यान्न वितरण

573. श्री अरुण कुमार सागर:

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

(क) क्या सरकार ने भारतीय खाद्य निगम के गोदामों में भंडारित खाद्यान्न को गरीबों में वितरित करने के लिए कोई कल्याणकारी योजना बनाई है;

(ख) यदि हां, तो आज की तिथि के अनुसार तत्संबंधी ब्यौरा क्या है; और

(ग) विगत तीन वर्षों के दौरान उक्त योजनाओं के माध्यम से लोगों में राज्य-वार कितनी मात्रा में खाद्यान्न वितरित किया गया है?

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

(क) और (ख) सरकार, सभी राज्यों/संघ राज्य क्षेत्रों में प्रधानमंत्री गरीब कल्याण अन्न योजना (पीएमजीकेएवाई) लागू कर रही है, जिसका उद्देश्य ग्रामीण क्षेत्र की 75% और शहरी क्षेत्र की 50% आबादी की खाद्य आवश्यकताओं को पूरा करना है, जो 2011 की जनगणना के अनुसार 81.35 करोड़ व्यक्ति हैं।

वर्तमान में, पीएमजीकेएवाई के अंतर्गत 81.35 करोड़ की लक्षित कवरेज की तुलना में 80.56 करोड़ व्यक्ति कवर किए गए हैं।

(ग) पीएमजीकेएवाई के अंतर्गत, अंत्योदय अन्न योजना (एएवाई) के तहत आने वाले परिवारों, जो सबसे गरीब हैं, को दिनांक 1 जनवरी, 2023 से 35 किलोग्राम खाद्यान्न प्रति परिवार प्रति माह और प्राथमिकता वाले परिवारों (पीएचएच) को 5 किलोग्राम खाद्यान्न प्रति व्यक्ति प्रति माह मुफ्त वितरित किया जाता है। पीएमजीकेएवाई के तहत पिछले तीन वर्षों के दौरान राज्य-वार और वर्ष-वार खाद्यान्न के वितरण का ब्यौरा संलग्न **विवरण** में दिया गया है।

विवरण

पीएमजीकेएवाई के तहत पिछले तीन वर्षों के दौरान राज्य-वार और वर्ष-वार खाद्यान्न के वितरण का ब्यौरा (मी.ट. में)

राज्य /संघ राज्य क्षेत्र	2023				2024				2025 तक			
	गेहूं	चावल	मोटे अनाज	कुल	गेहूं	चावल	मोटे अनाज	कुल	गेहूं	चावल	मोटे अनाज	कुल
अंडमान और निकोबार द्वीप समूह	534	3,697	-	4,231	535	3,701	-	4,236	437	3,024	-	3,461
आंध्र प्रदेश	2,727	17,17,331	17,005	17,37,063	-	17,15,489	27,278	17,42,767	-	14,39,633	18,865	14,58,497
अरुणाचल प्रदेश	-	50,190	-	50,190	-	51,783	-	51,783	-	42,442	-	42,442
असम	-	11,99,564	-	11,99,564	-	14,90,491	-	14,90,491	-	13,25,586	-	13,25,586
बिहार	10,41,220	41,73,458	-	52,14,677	10,87,100	39,41,498	-	50,28,598	9,98,939	31,88,017	-	41,86,955
छत्तीसगढ़	-	13,38,063	-	13,38,063	-	13,41,737	-	13,41,737	45	11,22,263	-	11,22,308
दादरा और नगर हवेली और	1,488	14,393	-	15,881	1,573	15,236	-	16,810	1,303	12,600	-	13,903

दमन और दीव												
दिल्ली	2,85,196	1,88,276	-	4,73,472	3,17,261	2,11,136	-	5,28,397	2,69,269	1,79,034	-	4,48,302
गोवा	0	29,690	-	29,690	0	29,193	-	29,193	0	23,705	-	23,705
गुजरात	9,12,015	11,66,874	56,788	21,35,677	9,55,869	10,83,571	1,51,579	21,91,020	8,19,117	8,26,608	89,140	17,34,865
हरियाणा	7,28,445	-	41,037	7,69,482	7,01,301	-	3,44,817	10,46,118	6,67,010	-	2,17,422	8,84,432
हिमाचल प्रदेश	1,08,360	89,195	-	1,97,555	1,02,997	77,725	-	1,80,722	81,969	60,969	-	1,42,938
जम्मू और कश्मीर	1,13,901	3,05,019	-	4,18,920	1,16,663	3,08,427	-	4,25,090	99,746	2,59,046	-	3,58,792
झारखंड	3,16,302	13,09,299	-	16,25,601	3,54,643	12,82,283	-	16,36,927	3,01,893	10,64,384	-	13,66,277
कर्नाटक	-	20,81,372	4,12,564	24,93,936	-	20,96,229	4,01,286	24,97,515	-	16,16,089	4,67,639	20,83,728
केरल	1,62,574	8,16,596	487	9,79,657	1,77,047	8,19,771	16	9,96,834	1,41,653	6,57,906	0	7,99,558
लद्दाख	4,317	3,486	-	7,803	4,290	3,462	-	7,752	3,483	2,833	-	6,316
लक्षद्वीप	-	611	-	611	-	1,325	-	1,325	-	1,138	-	1,138

[illegible]

	-	12,07,709	-	12,07,709	-	12,25,778	-	12,25,778	0	10,46,500	-	10,46,500
त्रिपुरा	-	1,60,174	-	1,60,174	-	1,61,241	-	1,61,241	-	1,32,463	-	1,32,463
उत्तर प्रदेश	37,96,600	56,48,851	3,342	94,48,792	37,01,339	53,51,166	3,71,394	94,23,899	31,39,278	42,91,460	1,64,280	75,95,019
उत्तराखंड	1,25,397	2,00,901	-	3,26,298	1,41,027	2,29,360	0	3,70,387	1,16,278	1,86,940	2,461	3,05,679
पश्चिम बंगाल	15,40,228	23,10,641	-	38,50,869	15,51,516	23,28,144	-	38,79,660	12,99,814	19,50,501	-	32,50,315
सकल योग	1,51,40,525	3,33,40,829	5,55,077	4,90,36,431	1,57,33,126	3,29,78,337	13,60,473	5,00,71,936	1,33,98,186	2,69,22,745	10,37,991	4,13,58,922

नोट: वर्ष 2025 के लिए वितरण डेटा अक्टूबर 2025 तक है। मणिपुर राज्य के लिए डेटा अप्रैल, 2025 तक है।

मोबाइल संपर्क के लिए व्यावसायिक रूप से अव्यवहार्य ग्रामीण और दूरदराज के क्षेत्रों का सर्वेक्षण

574. श्री ज्ञानेश्वर पाटील:

श्रीमती कलाबेन मोहनभाई देलकर:

श्री संदिपनराव आसाराम भुमरे:

डॉ. शिवाजी बंडाप्पा कालगे:

श्री नीलेश ज्ञानदेव लंके:

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

(क) क्या सरकार ने देश के व्यावसायिक रूप से अव्यवहार्य ग्रामीण और दूरदराज के क्षेत्रों का कोई सर्वेक्षण किया है;

(ख) यदि हां, तो दादरा और नगर हवेली संघ राज्यक्षेत्र तथा महाराष्ट्र और मध्य प्रदेश राज्यों के संबंध में जिला-वार ब्यौरा क्या है;

(ग) क्या सरकार ने देश के वाणिज्यिक रूप से अव्यवहार्य ग्रामीण और दूरदराज के क्षेत्रों में दूरसंचार/मोबाइल सेवाएं प्रदान करने के लिए कोई पहल की है और यदि हां, तो तत्संबंधी राज्य-वार ब्यौरा क्या है;

(घ) क्या सरकार ने ग्रामीण और दूरदराज के क्षेत्रों में विशेषकर शिक्षा और स्वास्थ्य देखभाल सेवाओं के लिए मोबाइल संपर्क में सुधार करने के लिए कोई कदम उठाए हैं; और

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

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) से (ङ) सरकार, दूरसंचार सेवा प्रदाताओं से प्राप्त इनपुट के आधार पर ग्रामीण और दूरदराज के क्षेत्रों में मोबाइल कवरेज का आकलन करती है। सेवा से वंचित गांवों में मोबाइल कवरेज की स्थिति को मान्य करने के लिए सर्वेक्षण किया जाता है। इसके बाद, डिजिटल भारत निधि (डीबीएन) द्वारा वित्त पोषित 4जी मोबाइल कनेक्टिविटी स्कीमों के तहत सेवा से वंचित गांवों को कवरेज उपलब्ध कराया जाता है।

विभिन्न डिजिटल भारत निधि (डीबीएन) स्कीमों के तहत, देश भर में 86,511 गांवों का सर्वेक्षण किया गया है। महाराष्ट्र और मध्य प्रदेश राज्यों एवं दादरा और नागर हवेली संघ राज्य क्षेत्र में सर्वेक्षण किए गए गांवों का जिला-वार ब्यौरा संलग्न **विवरण -I** में दिया गया है।

दिनांक 31.10.2025 की स्थिति के अनुसार डीबीएन स्कीम के तहत चालू किए गए टावरों और कवर किए गए गांवों की संख्या का राज्य-वार ब्यौरा संलग्न **विवरण -II** में दिया गया है।

विवरण-I

डीबीएन स्कीमों के तहत मध्य प्रदेश राज्य में सर्वेक्षण किए गए गांवों का जिला-वार ब्यौरा

जिले का नाम	सर्वेक्षण किए गए गांव
आगर मालवा	12
अलीराजपुर	69
अनूपपुर	81
अशोकनगर	99
बालाघाट	402
बरवानी	535
बेतुल	422
भिंड	23
भोपाल	43
बुरहानपुर	66
छतरपुर	149
छिंदवाड़ा	384
दमोह	82
दतिया	8

देवास	95
धार	200
डिंडोरी	326
गुना	114
ग्वालियर	65
हरदा	106
होशंगाबाद	152
इंदौर	17
जबलपुर	22
झाबुआ	10
कटनी	20
खंडवा	102
खरगोन	288
मंडला	283
मंदसौर	60
मोरेना	80
नरसिंहपुर	48
नीमच	74
निवाड़ी	1
पंदूरना	4
पन्ना	133
रायसेन	110

राजगढ़	48
रतलाम	34
रीवा	37
सागर	101
सतना	99
सीहोर	105
सिओनी	102
शहडोल	64
शाजापुर	15
श्यापुर	147
शिवपुरी	182
सीधी	146
सिंगरौली	92
टीकमगढ़	21
उमरिया	75
उज्जैन	5
विदिशा	95
सकल योग	6053

डीबीएन स्कीमों के तहत महाराष्ट्र राज्य में सर्वेक्षण किए गए गांवों का जिला-वार ब्यौरा

जिले का नाम	सर्वेक्षण किए गए गांव
अहमदनगर	311
अकोला	96

अमरावती	253
औरंगाबाद	61
बीड	203
भंडारा	63
बुलढाणा	148
चंद्रपुर	284
धुले	142
गढ़चिरौली	1412
गोंदिया	124
हिंगोली	75
जलगांव	312
जालना	82
कोल्हापुर	165
लातूर	255
नागपुर	344
नांदेड़	238
नंदुरबार	309
नासिक	289
उस्मानाबाद	37
पालघर	182
परभणी	195
पुणे	219
रायगढ़	525
रत्नागिरि	556
सांगली	24
सतारा	295
सिंधुदुर्ग	299
सोलापुर	43
ठाणे	275
वर्धा	130
वाशिम	56
यवतमाल	190
सकल योग	8192

**डीबीएन स्कीमों के तहत संघ राज्य क्षेत्र दादरा और नागर हवेली एवं दमन और दीव में
सर्वेक्षण किए गए गांवों का जिला-वार ब्यौरा**

जिले का नाम	सर्वेक्षण किए गए गांव
दादरा और नागर हवेली	100
दमन	12
सकल योग	112

विवरण-II

डीबीएन स्कीमों के तहत चालू किए गए टावरों और कवर किए गए गांवों का राज्य-वार ब्यौरा

क्र. सं.	राज्य	चालू किए गए टावर	कवर किए गए गाँव
1	अंडमान और निकोबार द्वीप समूह	208	267
2	आंध्र प्रदेश	1967	3830
3	अरुणाचल प्रदेश	719	1459
4	असम	502	732
5	बिहार	283	369
6	छत्तीसगढ़	1598	1774
7	दादरा और नागर हवेली एवं दमन और दीव	16	25
8	गोवा	31	38
9	गुजरात	668	854
10	हरियाणा	5	5
11	हिमाचल प्रदेश	573	917
12	जम्मू-कश्मीर	534	602
13	झारखंड	1411	2046
14	कर्नाटक	530	668
15	केरल	326	515
16	लद्दाख	230	307
17	लक्षद्वीप	0	0
18	मध्य प्रदेश	1406	1884
19	महाराष्ट्र	2622	3117
20	मणिपुर	41	74

21	मेघालय	613	821
22	मिजोरम	18	19
23	नागालैंड	203	265
24	ओडिशा	3355	4915
25	पंजाब	41	44
26	राजस्थान	1338	1611
27	सिक्किम	3	4
28	तमिलनाडु	255	297
29	तेलंगाना	321	389
30	त्रिपुरा	98	153
31	उत्तर प्रदेश	228	295
32	उत्तराखंड	494	1098
33	पश्चिम बंगाल	44	45
कुल		20681	29439

SOLAR PV POWER PROJECTS BY SECI

575. SHRI PUSHPENDRA SAROJ:

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

- (a) the details of Solar PV power projects by Solar Energy Corporation of India (SECI) currently in operation across various States particularly in Uttar Pradesh along with their energy capacities;
- (b) the quantity and value of Solar-PV modules currently being manufactured in the country and currently being imported from major countries;
- (c) the list of companies that have been approved with a letter of award for setting up manufacturing facilities under the Production Linked Incentive (PLI) scheme for Solar-PV along with the locations of their manufacturing units, State-

wise;

(d) whether the Government has any estimate of the direct and indirect employment created and expected from PLI-supported Solar-PV manufacturing units and SECI's energy project units; and

(e) if so, the details thereof, State-wise?

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

(a) As per the information provided by the Solar Energy Corporation of India (SECI), the details of Solar PV power projects by SECI currently in operation across various States along with their capacities are given in the enclosed **Statement-I.**

(b) The installed solar PV module manufacturing capacity in the country, as per the Approved List of Models and Manufacturers (ALMM), issued on 25.11.2025 is 121.68 GW. The quantity and value of solar PV modules imported in the country during FY 2025-26 (till September, 2025), as per the website pertaining to export-import data bank of Department of Commerce, are 180.58 lakh numbers and 386.33 million US Dollar respectively.

(c) The manufacturers who have been issued letter of award under Production Linked Incentive (PLI) Scheme for High Efficiency Solar PV Modules, can set-up their manufacturing plants anywhere in India. Based on the information provided by the manufacturers selected under the scheme, list of the companies along with States in respect of their solar PV manufacturing plants, are given in the enclosed **Statement-II.**

(d)and (e) As per the information provided by the solar manufacturers setting up manufacturing units under the PLI Scheme for High Efficiency Solar PV Modules, as on 31.10.2025, the details of direct and indirect employment created are given at part-A of the enclosed **Statement-III**.

As per the information provided by the SECI, the details of direct and indirect employment created in SECI's project are given at part-B of the enclosed **Statement-III**.

STATEMENT-I

Details of solar energy projects currently in operation, set up by SECI through its own investment

SL. No.	Project	Capacity (MW)	Project Location
1	10MW Ground Mounted Solar Photovoltaic (SPV)	10	Badi Sid, Jodhpur Rajasthan
2	10 MW Ground Mounted SPV	10	Kolar, Karnataka
3	100 MW Ground Mounted SPV with 140MWH Battery Energy Storage System (BESS)	100 MW with 140 MWh BESS	Rajnandgaon Chhattisgarh
4	1 MW Rooftop Solar PV	1	Portblair, Andaman & Nicobar Islands
5	1.7 MW Ground Mounted SPV with 1.4 MWH BESS	1.7 MW SPV with 1.4 MWh BESS	Agatti and Kavaratti islands, Lakshdweep

STATEMENT-II

list of the companies along with States in respect of their solar PV manufacturing plants

Sl. No.	Name of Company/ SPV	Location of Manufacturing unit(s)
Tranche-I of PLI Scheme for High Efficiency Solar PV Modules		
1	Shirdi Sai Electrical Limited/ Indosol Solar Private Limited	Andhra Pradesh
2	Reliance Industries Limited	Gujarat
3	Adani New Industries Limited	Gujarat
Tranche-II of PLI Scheme for High Efficiency Solar PV Modules		
1	Indosol Solar Private Limited	Andhra Pradesh
2	Reliance Industries Limited	Gujarat
3	FS India Solar Ventures Private Limited	Tamil Nadu
4	Waaree Energies Limited/ Sangam Solar One Private Limited	Gujarat, Maharashtra
5	Avaada Electro Private Limited	Uttar Pradesh, Maharashtra
6	ReNew Photovoltaics Private Limited	Rajasthan, Gujarat
7	JSW Renewable Technologies Limited	Rajasthan
8	Grew Energy Private Limited	Rajasthan, Madhya Pradesh, Jammu & Kashmir
9	VSL Green Power Private Limited	Tamil Nadu
10	AMPIN Solar One Private Limited	Odisha
11	TP Solar Limited	Tamil Nadu

STATEMENT-III**A. Employment created in projects under PLI Scheme for high efficiency solar PV modules**

Sl. No.	Name of Company/ SPV	Employment Created		Location of Manufacturing unit(s)
		Direct	Indirect	
Tranche-I of PLI Scheme for High Efficiency Solar PV Modules				
1	Shirdi Sai Electrical Limited/ Indosol Solar Private Limited	610	700	Andhra Pradesh
2	Reliance Industries Limited	1121	8901	Gujarat
3	Adani New Industries Limited	148	181	Gujarat
Tranche-II of PLI Scheme for High Efficiency Solar PV Modules				
1	Indosol Solar Private Limited	310	0	Andhra Pradesh
2	Reliance Industries Limited	1683	10402	Gujarat
3	FS India Solar Ventures Private Limited	969	579	Tamil Nadu
4	Waaree Energies Limited/ Sangam Solar One Private Limited	55	739	Gujarat, Maharashtra
5	Avaada Electro Private Limited	1176	1523	Uttar Pradesh, Maharashtra
6	ReNew Photovoltaics Private Limited	3400	3000	Rajasthan, Gujarat
7	JSW Renewable Technologies Limited	20	50	Rajasthan
8	Grew Energy Private Limited	1560	239	Rajasthan, Madhya Pradesh,

				Jammu & Kashmir
9	VSL Green Power Private Limited	47	998	Tamil Nadu
10	AMPIN Solar One Private Limited	120	80	Odisha
11	TP Solar Limited	2061	2139	Tamil Nadu

B. Details of employment, in SECI's own projects

Project	Project Locations -State	Direct employment (Engaged by SECI directly)	Indirect employment
10MW Ground Mounted Solar Photovoltaic (SPV)	Badi Sid, Jodhpur Rajasthan	1	18
10 MW Ground Mounted SPV	Kolar, Karnataka	1	12
100 MW Ground Mounted SPV with 140MWH Battery Energy Storage System (BESS)	Rajnandgaon, Chhattisgarh	2	83
1 MW Rooftop Solar PV	Portblair, Andaman & Nicobar Islands	1	2
1.7 MW Ground Mounted SPV with 1.4 MWH BESS	Agaratti and Kavaratti islands, Lakshdweep	1	8

CENTRALLY SPONSORED SCHEMES FOR MINORITIES IN TELANGANA

576. SHRI KUNDURU RAGHUVeer:

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

- (a) the details of major Centrally Sponsored Schemes and Central Sector Schemes implemented for the welfare, education and economic upliftment of minority communities across the country particularly in Telangana State;
- (b) the total funds allocated, released, and utilised in Telangana during each of the last three years under the programmes such as Nai Manzil, Nai Roshni, Seekho aur Kamao, PMJVK (Pradhan Mantri Jan Vikas Karyakram) and Pre-Matric and Post-Matric Scholarships;
- (c) whether Nalgonda district has been included under any projects or cluster development initiatives of PMJVK and if so, the details thereof and if not, the reasons therefor; and
- (d) the steps taken/being taken by the Government to ensure saturation of minority welfare schemes and improved access in rural and semi-urban areas of Telangana?

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

(a) to (d) Ministry of Minority Affairs implements various schemes for socio-economic and educational empowerment of the six (6) centrally notified minority communities. A brief on major schemes of the Ministry along with achievements in respect of Telangana State during the last 3 years is as under:

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, Tourism, Animal Husbandry and Other Community Infrastructure.

The projects are drafted/formulated by the respective State Governments/ UT Administrations. The execution, operation, and maintenance of the project units approved under PMJVK is the sole responsibility of the concerned State Government or Union Territory (UT) Administration, as applicable. The Ministry regularly holds review meetings with State/UT authorities, to assess both the physical and financial progress of allocated projects. Additionally, National Workshops have also been conducted for effective implementation and timely completion of projects under the scheme.

Under the Scheme, no projects have been sanctioned in Nalgonda District of Telangana and no funds have been released to Telangana State during the last 3 years. However, the Ministry is implementing PMJVK Scheme in all Districts of the Country including all the Aspirational Districts. States/ UTs can propose infrastructure projects in the identified areas where the concentration of minority population is more than 25% in the catchment area (15 KM radius).

PM VIKAS:

Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS) scheme aims to promote the socio-economic upliftment of the six notified minority communities through interventions in four major areas: (i) modern and traditional skilling, (ii) women's leadership and entrepreneurship development, (iii) education through the National Institute of Open Schooling (NIOS), and (iv) infrastructure development through the Pradhan Mantri Jan Vikas Karyakram (PMJVK).

The Ministry had implemented various skill development schemes like Seekho aur Kamao, Nai Roshni and Nai Manzil in the past. These schemes were implemented as Central Sector Schemes and no physical/ financial targets were allocated to States/UTs. Besides, under the above mentioned three schemes, no new projects were allocated during last three years (i.e. FY 2022-23, FY 2023-24 and FY 2024-25), as all these three schemes were discontinued and merged into a new PM VIKAS scheme.

The Ministry is ensuring wider access to the PM VIKAS scheme in rural and semi-urban areas by engaging Implementing agencies with a strong grassroots presence. Training centres are being located closer to beneficiary clusters and geo-tagged for transparency. Rural artisans and youth are supported through skilling, NIOS-linked education, and participation in Lok Samvardhan Parvs. These efforts collectively strengthen last-mile delivery and enable greater participation of rural minority communities.

SCHOLARSHIP:

The Ministry has implemented various educational empowerment Schemes for the upliftment of 6 notified minority communities namely, (i) Pre-Matric Scholarship Scheme, (ii) Post-Matric Scholarship Scheme, (iii) Merit-cum-Means based Scholarship Scheme. These schemes have been implemented as Central Sector Schemes and covered School education to Ph.D studies including technical and professional courses.

The Scholarship schemes, however, have not been approved for implementation beyond 2021-22. The details of funds released under the

scholarship schemes for the last three years of implementation of the scheme in respect of Telangana are as below:

Scheme-wise Scholarships disbursed in Telangana for AY 2019-20 to AY 2021-22						
Year	Pre-Matric			Post-Matric		
	Fresh	Renewal	Amount (Rs. in Cr.)	Fresh	Renewal	Amount (Rs. in Cr.)
2019-20	82920	88988	60.28	12007	5386	13.9
2020-21	64374	91663	56.6	11273	7099	14.63
2021-22	84319	93252	61.29	12915	7928	16.8
Total	231613	273903	178.17	36195	20413	45.33

NMDFC:

National Minorities Development & 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. The schemes of NMDFC are implemented through State Channelizing Agencies (SCAs) nominated by respective State Govt./UT Administration, Punjab Gramin Bank, Union Bank of India and Canara Bank. The beneficiaries from the State of Telangana supported through refinance of NMDFC to Canara Bank from 2021-22 to 2024-25 is as under:

Sl. No.	Financial Year	Amount (in crs.)	No. of Beneficiaries
1.	2021-22	1.55	169
2.	2022-23	6.08	669
3.	2023-24	0.22	35
4.	2024-25	0.04	8

NUCLEAR PLANT IN GOA

577. CAPTAIN VIRIATO FERNANDES:

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

- (a) whether there is a proposal to set up a Nuclear Plant in Goa in the near future and the Government of Goa has been taken into confidence and if so, the details thereof;
- (b) whether the Government of Goa has given its consent to the proposal to set up a Nuclear Plant in Goa and if so, the location identified for setting up the plant;
- (c) whether the plant is likely to be established for producing power or also for military purpose; and
- (d) whether any environmental impact assessment has been done or any study has been undertaken to check the impact in case of any accident in the plant and likely impact on the State or its population 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) There is presently no proposal to locate a nuclear power plant in the state of Goa. However, depending on feasibility, more of such proposals may be considered in future.
- (b) to (d) Do not arise.

FOOD RELATED COMPLAINTS IN TRAINS

578. SHRIMATI SATABDI ROY BANERJEE:

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

- (a) the number of food related complaints from 2021-22 to 2024-25, year and zone-wise;
- (b) the number of cases of fines imposed, warnings issued, contract termination of vendors and the total amount of fines collected; and
- (c) the number and value of refunds issued and compensation provided to passengers?

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

- (a) to (c) Railways serves about 58 cr meals every year on average. About only 0.0008% complaints are received on average. Based on inquiry on these

complaints, a fine of Rs 2.8 cr was imposed over last four years.

It is the continuous endeavour of Indian Railways (IR) to provide good quality and hygienic food to travelling passengers. Necessary steps are accordingly taken by Indian Railways from time to time to improve quality of food and services to passengers. 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 food packets, enabling display of details like name of kitchen, date of packaging etc.
- 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.

In order to take passenger feedback, complaint management system over Indian Railways has been strengthened, simplified and made more accessible over the last few years through introduction of RailMadad Portal. With the launch of RailMadad Portal, Indian Railways provided passengers a single window system to register complaints and suggestions.

In case any passenger complaint related to food quality in trains is reported, prompt and appropriate punitive action is taken against the service providers for deficiency in service.

उत्तर-पूर्व आर्थिक गलियारा परियोजना

579. सुश्री कंगना रनौत:

श्री दिलीप शङ्कीया:

क्या उत्तर पूर्वी क्षेत्र विकास मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्षेत्रीय व्यापार संपर्क को बढ़ाने के उद्देश्य से उत्तर-पूर्व आर्थिक गलियारा परियोजना की वर्तमान स्थिति क्या है;
- (ख) पीएम-डिवाइन योजना के अंतर्गत शेष सभी अवसंरचना संबंधी परियोजनाओं के समयबद्ध तरीके से पूरा करने के लिए सरकार द्वारा क्या कदम उठाए जा रहे हैं;
- (ग) क्या हिमाचल प्रदेश सहित उत्तर-पूर्वी क्षेत्र की दीर्घकालिक बाढ़ नियंत्रण आवश्यकताओं को पूरा करने के लिए कोई नई व्यापक योजना शुरू की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) संपर्क से जुड़ी परियोजनाओं की गुणवत्ता और प्रगति की दूरस्थ निगरानी करने के लिए नई प्रौद्योगिकियों का किस प्रकार उपयोग किया जा रहा है?

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

(क) दिसंबर, 2024 में अगरतला में आयोजित की गई पूर्वोत्तर परिषद (एनईसी) की 72वीं प्लेनरी बैठक में बनी सर्वसम्मति के अनुसरण में उत्तर पूर्वी क्षेत्र विकास मंत्रालय ने आठ उच्च-स्तरीय टास्क फोर्स (एचएलटीएफ) बनाए हैं, जिनमें से प्रत्येक का प्रतिनिधित्व किसी पूर्वोत्तर राज्य के मुख्यमंत्री कर रहे हैं। उत्तर-पूर्व आर्थिक गलियारा (एनईईसी) संबंधी उच्च स्तरीय कार्यबल के संयोजक मिजोरम के मुख्यमंत्री हैं, जिसमें केंद्रीय उत्तर पूर्वी क्षेत्र विकास मंत्री और असम, मेघालय और मणिपुर के मुख्यमंत्री सदस्य हैं। उत्तर-पूर्व आर्थिक गलियारा संबंधी उच्च-स्तरीय टास्क फोर्स के अधिदेश में, अन्य बातों के साथ-साथ, पूर्वोत्तर क्षेत्र में मौजूदा आर्थिक अवसंरचना और निवेश इकोसिस्टम का आकलन; कमियों की पहचान और इस क्षेत्र में निवेश को आकर्षित करने के लिए कार्यनीति बनाना शामिल है। उत्तर-पूर्व आर्थिक गलियारा संबंधी उच्च-स्तरीय टास्क फोर्स की तीन बैठकें आयोजित की जा चुकी हैं।

(ख) पीएम-डिवाइन स्कीम के तहत मंजूर की गई परियोजनाओं को राज्य सरकारों की संबंधित

कार्यान्वयन एजेंसियों द्वारा निष्पादित किया जाता है और इन परियोजनाओं की निगरानी की मुख्य जिम्मेदारी संबंधित राज्य सरकारों/कार्यान्वयन एजेंसियों की होती है। तथापि, उत्तर पूर्वी क्षेत्र विकास मंत्रालय द्वारा परियोजनाओं की निगरानी फील्ड टेक्निकल सपोर्ट यूनिट्स (एफटीएसयू), परियोजना गुणवत्ता निगरानी (पीक्यूएम) और थर्ड-पार्टी तकनीकी निरीक्षण एजेंसियों (टीपीटीआई) के जरिए और समीक्षा बैठकों के दौरान भी की जाती है।

(ग) बाढ़ प्रबंधन और कटाव-रोधी स्कीमें संबंधित राज्य सरकारों द्वारा उनकी प्राथमिकता के अनुसार बनाई और लागू की जाती हैं। केंद्र सरकार राज्य सरकारों के प्रयासों में मदद करती है। बाढ़ प्रबंधन के संरचनात्मक उपायों को मजबूत करने के लिए केंद्र सरकार ने XI और XII योजनाओं के दौरान बाढ़ प्रबंधन कार्यक्रम (एफएमपी) लागू किया ताकि राज्यों को बाढ़ रोकथाम, कटाव रोकने, निकासी विकास, समुद्री कटाव रोकने आदि से जुड़े कार्यों के लिए केंद्रीय सहायता दी जा सके, यह बाद में वर्ष 2017-18 से वर्ष 2020-21 तक की समय अवधि के लिए बाढ़ प्रबंधन और सीमा क्षेत्र कार्यक्रम (एफएमबीएपी) के एक हिस्से के तौर पर एक केंद्र प्रायोजित स्कीम के रूप में जारी रहा और इसे वर्ष 2025-26 तक बढ़ाया गया। इसके अलावा, पिछले 10 वर्षों में, पूर्वोत्तर परिषद और अव्यपगत केंद्रीय संसाधन पूल (एनएलसीपीआर) की स्कीम के तहत, पूर्वोत्तर राज्यों में बाढ़ रोकथाम/कटाव रोकने से जुड़े 345.74 करोड़ रुपये की 24 परियोजनाएं स्वीकृत की गई हैं।

(घ) स्वीकृत अवसंरचना परियोजना को बेहतर आयोजना के लिए पीएम गति शक्ति पोर्टल पर डाला गया है। पूर्वोत्तर परिषद और उत्तर पूर्वी क्षेत्र विकास मंत्रालय के अधिकारी साइट विजिट और निरीक्षण करके ज़मीनी स्तर पर निगरानी करते हैं। इसके अलावा, पीक्यूएम, टीपीटीआई और एफटीएसयू को शामिल करके थर्ड पार्टी गुणवत्ता रोकथाम की जाती है।

नई खनिज नीति

580. श्री मनीष जायसवाल:

क्या खान मंत्री यह बताने की कृपा करेंगे कि:

(क) देश में नई खनिज नीति के कार्यान्वयन की वर्तमान स्थिति क्या है;

(ख) खनन क्षेत्र में निजी निवेश को प्रोत्साहित करने के लिए सरकार द्वारा कौन-कौन से विशिष्ट कदम उठाए गए हैं; और

(ग) क्या सरकार द्वारा महत्वपूर्ण खनिजों की खोज और खनन के लिए कोई विशेष मिशन शुरू किया गया है?

कोयला मंत्री; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) और (ख) खान मंत्रालय ने राष्ट्रीय खनिज नीति 2008 के स्थान पर मार्च 2019 में राष्ट्रीय खनिज नीति 2019 ("एनएमपी 2019") की घोषणा की। इसके पश्चात्, खान और खनिज (विकास और विनियमन) अधिनियम, 1957 (एमएमडीआर अधिनियम) में 2020, 2021, 2023 और 2025 में संशोधन किया गया है। इन संशोधनों के माध्यम से, खनन क्षेत्र में निजी निवेश को प्रोत्साहित करने के लिए कई सुधार लागू किए गए हैं, जिनमें निम्नलिखित शामिल हैं:

- खानों की दोबारा नीलामी होने पर, नए पट्टेदारों को निहितीकरण द्वारा स्वीकृतियां हस्तांतरित किया जाना।
- खानों की नीलामी के लिए अंतिम उपयोग प्रतिबंधों को हटाना।
- पट्टे का निःशुल्क हस्तांतरण।
- गवेषण कार्य करने के लिए मान्यता प्राप्त निजी गवेषण एजेंसियों का अधिसूचना द्वारा गवेषण में निजी क्षेत्र की भागीदारी।
- गवेषण अनुज्ञप्ति की शुरुआत खनन कंपनियों को गवेषण के लिए आकर्षित करने हेतु की गई थी।
- खनन पट्टे में खोजे गए अतिरिक्त खनिजों को शामिल करना।

(ग) सरकार ने दिनांक 29.01.2025 को राष्ट्रीय महत्वपूर्ण खनिज मिशन की स्थापना खनिज गवेषण और खनन सहित पूरी मूल्य श्रृंखला को सुदृढ़ करके भारत की महत्वपूर्ण खनिज आपूर्ति श्रृंखला को

सुरक्षित करने के लक्ष्य के साथ की है।

WIND ENERGY CAPACITY IN KARNATAKA

581. SHRI B. Y. RAGHAVENDRA:

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

- (a) the current status of wind energy capacity addition in Karnataka including the total installed capacity and new projects commissioned during the last five years;
- (b) the contribution of Karnataka in the country's total wind power generation along with the details of districts leading in wind energy development;
- (c) the challenges faced by developers in the State and the steps taken to address them;
- (d) the measures taken by the Government to encourage offshore wind projects outside of Tamil Nadu and Gujarat; and
- (e) the measures taken by the Government to attract domestic and foreign investment in large-scale wind energy parks across the country?

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 31.10.2025, the installed capacity of wind energy projects in Karnataka is 8193.29 MW. The wind energy capacity addition in Karnataka through new wind projects commissioning *vis-a-vis* cumulative wind capacity during the last five years are as follows:

S.N.	FY	Wind Capacity Addition (in MW)	Cumulative Wind Capacity in Karnataka (in MW)
1	2020-21	148.0	4938.6
2	2021-22	192.30	5130.9
3	2022-23	164.05	5294.95
4	2023-24	724.66	6019.61
5	2024-25	1331.485	7351.09
6	2025-26 (as on 31.10.2025)	842.19	8193.29

(b) The contribution of Karnataka in is country's total wind power generation 15.28% and the top three districts leading in wind energy development are Gadag, Vijayapura and Chitradurga.

(c) Land conversion and grid evacuation are the major challenges being faced by the developers in setting up wind energy projects in Karnataka. In order to address Land conversion, State Cabinet has approved the proposal of consideration of the Government Order as NOC for conversion of agricultural land for non-agricultural purpose. In order to streamline grid evacuation, the Government of Karnataka has prepared a Resource Adequacy Plan (RAP) for implementing RE projects in proportion to power demand of Electricity Supply Companies of Karnataka (ESCOMs).

(d) Government has taken several measures to develop offshore wind power projects in the country outside of Tamil Nadu and Gujarat. These, *inter alia*, include;

- Notification of 'Offshore Wind Energy Policy' in October 2015 to provide

framework for the development of offshore wind energy in the country.

- Issuance of a 'Strategy Paper for Establishment of Offshore Wind Energy Projects' in July, 2022 indicating various development models.
- The Offshore Wind Energy Lease Rules, 2023 have been notified to regulate the grant of lease of offshore areas for development of offshore wind energy projects.
- Desktop study has been carried out based on the Meso Scale Data available in public domain for Maharashtra coast
- Offshore Wind has been included in the list of activities to be considered for trading of Carbon Credits under bilateral/co-operative approaches as per Article 6.2 Mechanism of Paris Agreement.
- Waiver of Inter-State Transmission (ISTS) Charges has been extended for offshore wind power projects commissioned on or before 31.12.2032 with graded ISTS charges thereafter.
- Waiver of additional surcharge is granted for electricity produced from offshore wind projects commissioned up to December, 2032 and supplied to Open Access Consumers.

(e) Government has taken several measures to attract domestic and foreign investment in large-scale RE projects including wind energy parks across the country. The details of measures are given in the enclosed **Statement**.

STATEMENT

Government has taken following measures to attract domestic and foreign investment in large-scale RE projects including wind energy parks across the country:

- Ministry of New & Renewable Energy (MNRE) has issued Bidding Trajectory for issuance of RE power procurement bids of 50 GW/annum by Renewable Energy Implementing Agencies (REIAs) [REIAs: Solar Energy Corporation of India Limited (SECI), NTPC Limited, NHPC Limited, SJVN Limited] from FY 2023-24 to FY 2027-28.
- Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.
- Inter State Transmission System (ISTS) charges have been waived for inter-state sale of solar and wind power for projects to be commissioned by 30th June 2025, for Green Hydrogen Projects till December 2030 and for offshore wind projects till December 2032.
- 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.
- Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar

Hybrid and Firm & Dispatchable RE (FDRE) projects have been issued.

- Schemes such as Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM), PM Surya Ghar Muft Bijli Yojana, National Programme on High Efficiency Solar PV Modules, New Solar Power Scheme (for Tribal and PVTG Habitations/Villages) under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA), National Green Hydrogen Mission, Viability Gap Funding (VGF) Scheme for Offshore Wind Energy Projects have been launched.
- Scheme for setting up of Solar Parks and Ultra Mega Solar Power projects is being implemented to provide land and transmission to RE developers for installation of RE projects at large scale.
- 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.
- 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.
- Procedure for inclusion/updating Wind Turbine Model in the Revised List of Models and Manufacturers of Wind Turbines (RLMM) was 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-WTC was issued on 29th October 2025, detailing the end-to-end process for application, verification, factory inspection, component evaluation and model enlistment.
- Standard & Labelling (S&L) programs for Solar Photovoltaic modules and Grid-connected Solar Inverters have been launched.
- To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2030.
- “The Electricity (Late Payment Surcharge and related matters) Rules (LPS rules) have been notified.

- Electricity (Promoting Renewable Energy Through Green Energy Open Access) Rules, 2022, 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.

CRACKDOWN ON FINTECH APPS

582. ADV. DEAN KURIAKOSE:

SHRI K. C. VENUGOPAL:

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

- (a) whether the Government has formulated guidelines to crackdown on the growing number of FinTech apps being used for money laundering and other such illegal activities;
- (b) if so, the details thereof;
- (c) the details of online frauds committed along with the extent of financial losses,

State-wise; and

(d) the measures undertaken by the Government to prevent such online frauds from taking place?

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 constantly engages with the Reserve Bank of India (RBI), sectoral Regulators and other relevant stakeholders with the objective of preventing the misuse of digital platforms to ensure a secure digital ecosystem. It also includes FinTech applications that may be misused for money laundering, online frauds and other unlawful activities.

Regulatory and Legal Framework to counter online frauds

Information Technology Act, 2000

- Penalties/punishments for cyber offences such as identity theft (Section 66C), cheating by personation using computer resources (Section 66D), tampering with computer source documents (Section 65), and unauthorised access to protected systems (Section 70(3))
- **Section 69A of the IT Act, 2000** empowers blocking orders in the interest of public order and national security. Blocking directions have been issued to block illegal digital lending applications

Bharatiya Nyaya Sanhita (BNS), 2023

- Strengthens the legal framework to address fraud, forgery and cyber-enabled offences, including those committed through FinTech platforms

- Section 319(2) provides punishment of up to five years' imprisonment for cheating by personation
- Sections 318 and 336 may also be invoked in cases of financial cyber-fraud, fabrication of digital records, or deception through electronic means
- Section 111 penalises continuing unlawful activities, including organised cyber-crime syndicates, with a minimum of five years' imprisonment (non-bailable), extendable to life imprisonment, and fine

Prevention of Money Laundering Act (PMLA), 2002

- Statutory framework for identifying, tracing and prosecuting the laundering of proceeds of crime
- Enforcement Directorate (ED) is designated authority responsible for investigating cases involving suspected illicit proceeds of crime
- Takes action where such proceeds are generated or channelled through any medium, including digital platforms and FinTech ecosystems

Measures undertaken to prevent online frauds

- Indian Cyber Crime Coordination Centre (I4C) established to address cybercrimes in a coordinated manner.
- National Cybercrime Reporting Portal (NCRP) enables citizens to report cybercrime complaints
- Citizen Financial Cyber Fraud Reporting System (Helpline 1930) launched to prevent fund diversion
 - Financial amount of more than Rs. 5,489 Crore has been saved in more than 17.82 lakh complaints so far

- Toll-free Helpline number '1930' operationalized to get assistance in lodging online cyber complaints
- Cyber Fraud Mitigation Centre (CFMC) enables real-time coordination between banks, intermediaries, telecom entities and LEAs.
- Samanvaya Platform established as a platform and data repository for LEAs for cybercrime data sharing and analytics
- CyTrain Massive Open Online Courses platform launched for capacity-building of police and judicial officers.
- Digital Intelligence Platform (DIP) and 'Chakshu' facility launched by DoT to report suspicious communication linked to cyber fraud.

'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 online fraud 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 from states on crimes in its publication "Crime in India". The latest published report can be accessed from <https://www.ncrb.gov.in/>

मूल्य निगरानी प्रणाली

583. श्री राहुल कस्वां:

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

- (क) राजस्थान में दालों, खाद्य तेलों और अन्य आवश्यक वस्तुओं के थोक और खुदरा मूल्यों की निगरानी के लिए सरकार द्वारा प्रयोग की जाने वाली दैनिक मूल्य निगरानी प्रणाली का ब्यौरा क्या है;
- (ख) विगत एक वर्ष के दौरान बढ़ती कीमतों को नियंत्रित करने के लिए स्टॉक सीमा, आयात नीतियों, बफर स्टॉक रिलीज आदि जैसे हस्तक्षेपों का ब्यौरा क्या है;
- (ग) क्या राजस्थान में दालों और खाद्य तेलों की उपलब्धता बढ़ाने के लिए स्थानीय प्रसंस्करण इकाइयों के भंडारण और आपूर्ति श्रृंखला में सुधार के लिए कोई केन्द्रीय सहायता प्रदान करने का प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) क्या मूल्य वृद्धि को रोकने के लिए थोक विक्रेताओं और मिलों के विरुद्ध कोई जांच, छापे या स्टॉक ऑडिट किए गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ङ) क्या सरकार उपभोक्ताओं को सस्ते मूल्य पर दालें और तेल उपलब्ध कराने के लिए 'भारत दाल योजना', 'सस्ता तेल केंद्र' जैसी योजनाओं का राजस्थान में विस्तार करने की योजना बना रही है?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री; तथा सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री बी. एल. वर्मा):

- (क) उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय का उपभोक्ता मामले विभाग, देश भर के 575 मूल्य रिपोर्टिंग केंद्रों, जिनमें राजस्थान के 32 केंद्र भी शामिल हैं, द्वारा प्रस्तुत 38 खाद्य वस्तुओं, जिनमें दालें, खाद्य तेल और अन्य आवश्यक वस्तुएँ शामिल हैं, की दैनिक कीमतों की निगरानी करता है। दालों में, चना दाल, तूर दाल, उड़द दाल, मूंग दाल और मसूर दाल के दैनिक खुदरा और थोक मूल्यों की निगरानी की जाती है और खाद्य तेलों के मामले में, मूंगफली तेल, सरसों

तेल, वनस्पति, सोया तेल, सूरजमुखी तेल, पाम तेल के दैनिक खुदरा और थोक मूल्यों की निगरानी की जाती है।

(ख) जमाखोरी और बेईमान सट्टेबाजी को रोकने के लिए, और उपभोक्ताओं की सामर्थ्य में सुधार करने के लिए, सरकार ने आवश्यक वस्तु अधिनियम, 1955 के तहत 21 जून, 2024 से 30 सितंबर, 2024 तक तूर और चना पर स्टॉक सीमा लगा दी है। उपलब्धता बढ़ाने के लिए, 'मुक्त' श्रेणी के तहत तूर और उड़द का आयात 31 मार्च, 2026 तक बढ़ा दिया गया है। चना और मसूर के संबंध में 10% का आयात शुल्क लगाया गया है; और पीली मटर के आयात पर, इन दालों की कीमतों में पर्याप्त नरमी को देखते हुए 1 नवंबर, 2025 से 30% शुल्क लगाया गया है। 2024-25 के दौरान, बफर से दालों का स्टॉक खुले बाजार में बिक्री, राज्यों को उनकी कल्याणकारी स्कीमों के लिए आपूर्ति और भारत दाल तंत्र के जरिए खुदरा हस्तक्षेप के माध्यम से जारी किया गया है। भारत दाल तंत्र के तहत, बफर स्टॉक से दालों के एक हिस्से को 2023-24 और 2024-25 के दौरान भारत दाल ब्रांड के तहत रियायती कीमतों पर उपभोक्ताओं को खुदरा बिक्री के लिए दालों में परिवर्तित किया गया।

खाद्य तेलों की कीमतों को नियंत्रित करने के लिए, सरकार ने 30 मई, 2025 से कच्चे खाद्य तेलों (कच्चा सोयाबीन तेल, कच्चा पाम तेल और कच्चा सूरजमुखी तेल) पर मूल सीमा शुल्क को 20% से घटाकर 10% कर दिया है, जिससे कच्चे तेल पर प्रभावी शुल्क 16.5% (5% एआईडीसी सहित) हो गया है। रिफाइंड तेलों (रिफाइंड सोयाबीन, रिफाइंड पाम तेल और रिफाइंड सूरजमुखी तेल) पर मूल सीमा शुल्क 32.5% पर स्थिर रखा गया है, जिससे रिफाइंड तेलों पर प्रभावी शुल्क 35.75% हो गया है। कच्चे तेल पर आयात शुल्क कम करके खाद्य तेलों पर आयात शुल्क को युक्तिसंगत बनाने से खाद्य तेलों की पहुँच लागत और खुदरा कीमतों में कमी आई है और साथ ही घरेलू तिलहन उत्पादन और रिफाइनिंग उद्योग को भी प्रोत्साहन मिला है।

(ग) खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) खाद्य प्रसंस्करण के समग्र विकास हेतु प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई), प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यमों का औपचारिकीकरण (पीएमएफएमई) और खाद्य प्रसंस्करण उद्योगों के लिए उत्पादन-आधारित

प्रोत्साहन स्कीम (पीएलआईएसएफपीआई) जैसी विभिन्न पहलों और स्कीमों के माध्यम से खेत से लेकर खुदरा दुकानों तक कुशल आपूर्ति श्रृंखला प्रबंधन के साथ आधुनिक अवसंरचना के निर्माण हेतु वित्तीय सहायता प्रदान करता है। निर्मित अवसंरचना और प्रदान की गई सहायता का उद्देश्य किसानों को बेहतर लाभ प्रदान करना, रोजगार के अवसर उत्पन्न करना, बर्बादी कम करना, प्रसंस्करण स्तर बढ़ाना और प्रसंस्कृत खाद्य पदार्थों के निर्यात को बढ़ावा देना है।

(घ) और (ड.) व्यापारियों, मिल मालिकों, आयातकों, बड़ी खुदरा विक्रेताओं जैसी विभिन्न संस्थाओं द्वारा रखे गए दालों के स्टॉक की निगरानी ऑनलाइन स्टॉक डिस्कलोजर पोर्टल के माध्यम से की जाती है। राज्यों और संघ राज्य क्षेत्रों को विभिन्न संस्थाओं द्वारा दालों के स्टॉक के प्रकटीकरण की निगरानी करने और आवश्यक वस्तु अधिनियम, 1955 और चोरबाजारी निवारण और आवश्यक वस्तु प्रदाय अधिनियम (पीबीएमएमएसईसी अधिनियम), 1980 के कार्यान्वयन पर की गई कार्रवाई रिपोर्ट प्रस्तुत करने के निर्देश जारी किए जाते हैं। यह सुनिश्चित करने के लिए कि खाद्य तेलों पर हाल ही में आयात शुल्क में कटौती का लाभ उपभोक्ताओं को मिले, एक ठोस प्रयास के तहत, खाद्य और सार्वजनिक वितरण विभाग ने खाद्य तेल रिफाइनरियों का देशव्यापी निरीक्षण किया ताकि यह सुनिश्चित किया जा सके कि मूल्य में कमी का लाभ उपभोक्ताओं को मिले। अधिकांश निरीक्षित इकाइयों ने आयातित कच्चे खाद्य तेलों की लागत में कमी के कारण अधिकतम खुदरा मूल्य (एमआरपी) और वितरकों को दी जाने वाली कीमत (पीटीडी) दोनों को पहले ही कम कर दिया है, जो हाल ही में आयात शुल्कों को युक्तिसंगत बनाने के कारण संभव हुआ है।

दालों की खुदरा कीमतों में उल्लेखनीय कमी को देखते हुए, 1 अप्रैल, 2025 से भारत दाल व्यवस्था बंद कर दी गई है। वर्तमान में, उपभोक्ता खाद्य मूल्य सूचकांक (सीएफपीआई) में वर्ष-दर-वर्ष परिवर्तन द्वारा मापी गई खाद्य मुद्रास्फीति अक्टूबर, 2025 तक (-) 5.02% के निम्न स्तर पर नियंत्रण में है। समग्र खाद्य मूल्य मुद्रास्फीति में उल्लेखनीय कमी को देखते हुए, राजस्थान सहित देश भर के उपभोक्ताओं के लिए दालों और खाद्य योग्य तेलों में खुदरा हस्तक्षेप शुरू करने का कोई प्रस्ताव नहीं है।

स्थानीय विकास में कोयला खानों का योगदान

584. श्री चंदन चौहान:

श्री बिप्लब कुमार देब:

श्री जुगल किशोर:

श्री काली चरण सिंह:

क्या कोयला मंत्री यह बताने की कृपा करेंगे कि:

(क) झारखंड और अरुणाचल प्रदेश में ऊर्जा सुरक्षा और स्थानीय विकास को सुदृढ़ करने में आम्रपाली-मगध और नामचिक-नामफुक कोयला खानों के उद्देश्य और अपेक्षित योगदान क्रमशः क्या है;

(ख) इन खानों से कितने आरक्षित भंडार, वार्षिक राजस्व और स्थानीय रोजगार के अवसर सृजित होने की प्रत्याशा है;

(ग) मिशन ग्रीन कोल रीजन के अंतर्गत पारिस्थितिकीय संतुलन और सामुदायिक भागीदारी सुनिश्चित करने के लिए क्या कदम उठाए गए हैं; और

(घ) उक्त परियोजनाएं उत्तर-पूर्वी क्षेत्र में आत्मनिर्भर भारत और समावेशी क्षेत्रीय विकास के दृष्टिकोण का किस प्रकार समर्थन करती हैं?

कोयला मंत्री; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) और (ख) झारखंड में मगध और आम्रपाली खानें मिलकर वर्ष 2024-25 में सेंट्रल कोलफील्ड्स लिमिटेड के कुल कोयला उत्पादन में लगभग 50% का योगदान करती हैं, जिससे आत्मनिर्भर भारत के विज्ञान के तहत विद्युत उत्पादन के लिए सुनिश्चित कोयला आपूर्ति के राष्ट्रीय उद्देश्य को पूरा करने में सहायता मिलती है। मगध और आम्रपाली कोयला खानों में क्रमशः 854.91 मि.ट. और 456.34 मि.ट. अनुमानित खनन योग्य भंडार है और वित्त वर्ष 2025-26 के दौरान 2,812 करोड़ रुपये और 2,367 करोड़ रुपये का निवल बिक्री राजस्व सृजित होने की अपेक्षा है। ये खानें परियोजना प्रभावित व्यक्तियों (पीएपी) और आस-पास के ग्रामीणों को रोजगार तथा आजीविका में सहायता देकर स्थानीय विकास में योगदान करती हैं। मगध-संघमित्रा क्षेत्र में 808 और आम्रपाली-चंद्रगुप्त क्षेत्र में 210 लोगों

को पहले ही रोजगार देने का अनुमोदन मिल चुका है।

नामचिक नामफुक कोयला खान प्रति वर्ष 0.2 मिलियन टन (एमटीपीए) कोयले का योगदान करते हुए अरुणाचल प्रदेश की ऊर्जा सुरक्षा में महत्वपूर्ण योगदान देगी। यह स्थिर आपूर्ति राज्य की ऊर्जा मांगों को अधिक विश्वसनीयता से पूरा करने में सहायता करेगी। इस खान में 14.97 मि.ट. के भूगर्भीय भंडार होने का अनुमान है। इस खान से 173 करोड़ रुपये का वार्षिक राजस्व सृजित होगा और इससे लगभग 270 लोगों को रोजगार मिलेगा।

(ग) मिशन ग्रीन (प्रकृति का विकास, पुनर्स्थापन, संवर्धन और सशक्तिकरण) कोयला क्षेत्रों के अंतर्गत, कोयला और लिग्नाइट सार्वजनिक क्षेत्र के उपक्रमों (पीएसयू) अर्थात् कोल इंडिया लिमिटेड (सीआईएल), एनएलसी इंडिया लिमिटेड (एनएलसीआईएल) और सिंगरेनी कोलियरीज कंपनी लिमिटेड (एससीसीएल) ने कोयला और लिग्नाइट खनन क्षेत्रों में पारिस्थितिकीय संतुलन सुनिश्चित करने तथा सामुदायिक भागीदारी को सुदृढ़ करने के उद्देश्य से कई उपाय किए हैं। यह मिशन खनन के बाद और अन्य उपयुक्त क्षेत्रों को संधारणीय पारिस्थितिकी तंत्र में परिवर्तित करने के लिए पांच वर्षीय विजन की रूपरेखा प्रदान करता है। पारिस्थितिक संतुलन बनाए रखने के लिए, यह मिशन खनन क्षेत्रों में और उसके आसपास व्यापक वनीकरण और पारिस्थितिक पुनर्स्थापन, नवीकरणीय ऊर्जा को बढ़ावा देने, संधारणीय खान-जल उपयोग और चक्रीय संसाधन प्रबंधन पद्धतियों को अपनाने पर ध्यान केंद्रित करता है। पर्यावरणीय अनुकूल तरीके से स्थानीय अर्थव्यवस्थाओं में विविधता लाने के लिए खान-आधारित पर्यटन और हरित-अर्थव्यवस्था मॉडल जैसी पहलों को भी आगे बढ़ाया जा रहा है। सामुदायिक भागीदारी मिशन ग्रीन का एक मुख्य घटक है। इन प्रयासों में संधारणीय विकास कार्यकलापों में स्थानीय समुदायों और स्वयं सेवी समूहों (एसएचजी) की भागीदारी शामिल है। प्रभावी कार्यान्वयन के लिए, कोयला मंत्रालय ने मिशन ग्रीन कोयला क्षेत्रों की नियमित निगरानी के लिए एक समिति का भी गठन किया है।

(घ) झारखंड और अरुणाचल प्रदेश राज्यों में उपर्युक्त तीन कोयला खानें आयातित कोयले पर निर्भरता को कम करके भारत सरकार की आत्मनिर्भर भारत पहल के अनुरूप हैं, जिससे ऊर्जा

उत्पादन में आत्मनिर्भरता को बढ़ावा मिलेगा। खानों के विकास से परिवहन और लॉजिस्टिक्स जैसी सहायक अवसंरचना में महत्वपूर्ण निवेश भी होगा, जो व्यापक रोजगार के अवसरों का सृजन करेगा। यह एकीकृत विकास दृष्टिकोण क्षेत्रों में समावेशी विकास और आर्थिक एकीकरण को बढ़ावा देगा।

INDIGENOUS INITIATIVES FOR ARTIFICIAL INTELLIGENCE (AI)- SPECIFIC SUPERCOMPUTERS

585. SHRI VISHNU DATT SHARMA:

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

- (a) whether the Government is undertaking or supporting any indigenous initiatives to design and develop Artificial Intelligence (AI)-specific supercomputers in the country, comparable to global benchmarks set by companies like NVIDIA and others;
- (b) if so, the details of the institutions or consortia involved in such initiatives and the status of infrastructure development, research collaborations and hardware or chip design efforts being carried out;
- (c) the roadmap proposed to ensure indigenous design of High-Performance Computing (HPC) systems including AI processors, accelerators, or AI chips and integration with the National Supercomputing Mission (NSM);
- (d) if not, the reasons for the absence of such focused indigenous initiatives; and
- (e) whether the Government proposes to formulate a national program for India-specific AI hardware and supercomputing ecosystem development 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) and (b) Under National Supercomputing Mission (NSM), so far, 37 supercomputers, with a combined capacity of about 39 Petaflops (PF) have been designed, built and commissioned. These supercomputers are located in academic institutions universities, and R&D labs across the country, the details are given in the enclosed **Statement**. 10 more supercomputers are presently being commissioned, including National Facility with India's largest HPC & AI set-up with a capacity of 20 PF.

Various indigenous supercomputing sub-components, including Servers, High speed interconnect, System Software Stack, Direct-to-Chip Liquid *Cooling* (DCLC) technologies have been developed for self-reliance. With this, indigenous supercomputing ecosystem of design and manufacturing of these components has been developed with industry partners.

These indigenous PARAM Rudra supercomputers are built using indigenous software stack and Rudra series of servers designed, developed and manufactured in the country. These Rudra series of servers have been designed by Centre for Development of Advanced Computing (C-DAC) for HPC and AI using Processors and Accelerators from chip vendors like Intel, AMD and NVIDIA and are being manufactured by Indian Electronic Manufacturing

Services (EMS) vendors, M/s VVDN Technologies and M/s Kaynes Technologies. So far, 6000 Rudra servers are deployed in PARAM Rudra Supercomputers and additional 1500 Servers are being manufactured.

(c) to (e) In continuation of NSM, as part of NSM 2.0 roadmap is being developed for next generation supercomputing ecosystem.

Under NSM 2.0, it is also being contemplated to develop India's own processor/hardware with industry partners.

STATEMENT

Details of supercomputers located in academic institutions universities and R&D labs across the country

Sr. No.	Installed Supercomputers Under NSM	Compute Power	Year of Commissioning
1.	C-DAC, Pune	150 TF	2017
2.	C-DAC, Pune	100 TF	2018
3.	Indian Institute of Technology (IIT), Banaras Hindu University, Varanasi	838TF	2019
4.	Indian Institute of Science Education and Research, Pune	1.7 PF	2020
5.	IIT, Kharagpur	1.66 PF	2020
6.	Jawaharlal Nehru Centre for Advanced Scientific Research , Bengaluru	1.8PF	2020
7.	IIT, Kanpur	1.66 PF	2020
8.	C-DAC, Pune, National AI Facility	6.5 PF/210PF (AI)	2020
9.	C-DAC, Pune	100 TF	2020
10.	C-DAC, Pune	100 TF	2020
11.	Society for Electronic Transactions and	100 TF	2020

Sr. No.	Installed Supercomputers Under NSM	Compute Power	Year of Commissioning
	Security (SETS), Chennai		
12.	C-DAC, Bengaluru	82 TF	2020
13.	C-DAC, Pune	27 TF	2020
14.	IIT, Hyderabad	838 TF	2021
15.	National Agri-Food Biotechnology Institute (NABI), Mohali	838 TF	2021
16.	C-DAC, Bengaluru, National MSME Facility	838 TF	2021
17.	C-DAC, Pune	230 TF	2021
18.	IIT, Roorkee	1.66 PF	2022
19.	Indian Institute of Science (IISc) , Bengaluru	3.3 PF	2022
20.	IIT, Gandhinagar	838 TF	2022
21.	National Institute of Technology (NIT) , Trichy	838 TF	2022
22.	IIT, Guwahati	838TF	2022
23.	IIT, Mandi	838 TF	2022
24.	C-DAC, Pune	52.3 TF	2022
25.	IIT, Kharagpur	52.3 TF	2022
26.	IIT, Palakkad	52.3 TF	2022
27.	IIT, Chennai	52.3 TF	2022
28.	IIT, Goa	52.3 TF	2022
29.	PARAM Rudra Pilot	1 PF	2023
30.	National Informatics Centre (NIC) , New Delhi	(50 AI PF/1.3 PF)	2024
31.	C-DAC, New Delhi	200 TF	2024
32.	Inter-University Accelerator Centre (IUAC), New Delhi	3 PF	2024
33.	National Centre for Radio Astrophysics (NCRA) , Pune	1 PF	2024
34.	S. N. Bose National Centre for Basic Sciences , Kolkata	838 TF	2024
35.	IIT, Bombay	3 PF	2025

Sr. No.	Installed Supercomputers Under NSM	Compute Power	Year of Commissioning
36.	IIT, Madras	3 PF	2025
37.	IIT, Patna	838 TF	2025
	Total	~39 PF	

धौलपुर-सरमथुरा रेल परियोजना

586. श्री भजन लाल जाटव:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या धौलपुर-सरमथुरा रेल परियोजना की घोषणा वर्ष 2022-23 में किए जाने के बावजूद इसके दूसरे चरण का कार्य अभी तक शुरू नहीं हुआ है, और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या उक्त परियोजना के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार कर ली गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;
- (ग) क्या सरकार इस बात को स्वीकार करती है कि उक्त परियोजना के लिए भूमि अधिग्रहण, पर्यावरणीय स्वीकृति और बजट आवंटन प्रक्रियाओं में काफी विलंब हुआ है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) इस परियोजना की वर्तमान स्थिति क्या है और इसे कब तक शुरू कर दिया जाएगा; और
- (ङ) क्या सरकार यह सुनिश्चित करती है कि यह परियोजना वर्ष 2025 के दौरान शुरू हो जाएगी जिससे करौली-धौलपुर क्षेत्र में लाखों लोगों को बेहतर रेल संपर्क की सुविधा मिल सकेगी और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

- (क) से (ङ) गंगापुर सिटी तक नई लाइन का विस्तार (144.6 कि.मी.) के साथ धौलपुर-सरमथुरा आमान परिवर्तन परियोजना एक स्वीकृत परियोजना है। इस कार्य को दो चरणों में निष्पादित करने

की योजना बनाई गई है।

चरण-I

धौलपुर-सरमथुरा आमान परिवर्तन (69.1 कि.मी.) का कार्य शुरू किया गया है। इस परियोजना को पूरा करने के लिए 246 हेक्टेयर भूमि अपेक्षित है। भूमि अधिग्रहण शुरू कर दिया गया है। उपलब्ध भूमि पर कार्य पहले ही शुरू किया जा चुका है। मार्च, 2025 तक इस परियोजना पर 287 करोड़ रुपये का व्यय किया गया है और वित्त वर्ष 2025-26 के लिए इस परियोजना हेतु 240 करोड़ रुपये के परिव्यय का प्रावधान किया गया है।

चरण-II

सरमथुरा - गंगापुर (करौली के रास्ते) (76 कि.मी.) के बीच नई रेल लाइन के लिए, फील्ड सर्वेक्षण कार्य और विस्तृत अनुमान का कार्य शुरू किया गया है।

रेल परियोजनाओं त्वरित अनुमोदन और क्रियान्वयन हेतु सरकार द्वारा उठाए गए विभिन्न कदमों में (i) निधि की पर्याप्त उपलब्धता, (ii) फील्ड स्तर पर शक्तियों का प्रत्यायोजन, (iii) विविध स्तर पर परियोजना की प्रगति की गहन निगरानी, और (iv) शीघ्र भूमि अधिग्रहण, वन एवं वन्यजीव संबंधी स्वीकृति और योजना से संबंधित अन्य मामलों का समाधान हेतु राज्य सरकारों और संबंधित प्राधिकरणों से नियमित वार्ता आदि शामिल हैं। इसके परिणामस्वरूप वर्ष 2014 से कमीशनिंग की दर में काफी वृद्धि हुई है।

किसी भी रेल परियोजनाओं का पूरा होना निम्नलिखित कारकों पर निर्भर करती हैं जिसमें निम्नलिखित शामिल हैं:-

- भूमि अधिग्रहण
- वन संबंधी स्वीकृति
- अतिलंघनकारी साधनों का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां
- क्षेत्र की भूवैज्ञानिक और स्थलाकृतिक स्थितियां

- परियोजना स्थल के क्षेत्र में कानून एवं व्यवस्था की स्थिति
- परियोजना विशेष स्थल के लिए वर्ष में कार्य करने के महीनों की संख्या आदि

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

महाराष्ट्र में ओएनओआरसी योजना

587. श्री बाल्या मामा सुरेश गोपीनाथ म्हात्रे:

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

(क) महाराष्ट्र के किन-किन जिलों में एक राष्ट्र, एक राशन कार्ड (ओएनओआरसी) योजना पूरी तरह से लागू कर दी गई है और किन-किन जिलों में यह कार्य प्रगति पर है;

(ख) क्या सरकार को महाराष्ट्र में उचित मूल्य की दुकानों पर खाद्य वितरण में कालाबाजारी अथवा तकनीकी अनियमितताओं के संबंध में शिकायतें प्राप्त हुई हैं;

(ग) यदि हां, तो तत्संबंधी जिला-वार ब्यौरा क्या है और इसमें सुधार लाने के लिए सरकार द्वारा क्या कदम उठाए गए हैं; और

(घ) क्या महाराष्ट्र में उपभोक्ता फोरम में लंबित मामलों की संख्या में वृद्धि हो रही है और यदि हां, तो तत्संबंधी जिला-वार ब्यौरा क्या है और इन मामलों के शीघ्र निपटान के लिए सरकार द्वारा बनाई जा रही योजनाओं का ब्यौरा क्या है?

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

(क) राशन कार्डों की राष्ट्रव्यापी पोर्टेबिलिटी जिसे एक राष्ट्र एक राशन कार्ड (ओएनओआरसी) के नाम से जाना जाता है, सभी 36 राज्यों/संघ राज्य क्षेत्रों (महाराष्ट्र सहित) में सक्रिय है।

(ख) और (ग) राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए), 2013 के अंतर्गत लक्षित सार्वजनिक वितरण प्रणाली (टीपीडीएस) का प्रचालन केंद्र और राज्य/संघ राज्य क्षेत्र (यूटी) सरकारों की संयुक्त जिम्मेदारी के तहत किया जाता है। केंद्र सरकार खाद्यान्नों की खरीद, आबंटन और भारतीय खाद्य

निगम (एफसीआई) के निर्दिष्ट डिपो तक परिवहन के लिए जिम्मेदार है। राज्यों/संघ राज्य क्षेत्रों के भीतर खाद्यान्नों के आबंटन, पात्र लाभार्थियों की पहचान, उन्हें राशन कार्ड जारी करना, टीपीडीएस के अंतर्गत पात्र लाभार्थियों को खाद्यान्नों का वितरण, उचित दर दुकानों के डीलरों को लाइसेंस जारी करना, उचित दर दुकानों के कामकाज की निगरानी और पर्यवेक्षण आदि की परिचालन जिम्मेदारियाँ संबंधित राज्य/संघ राज्य क्षेत्र सरकारों की हैं। तदनुसार, जब कभी इस विभाग को किसी भी स्रोत से सार्वजनिक वितरण प्रणाली से संबंधित शिकायतें प्राप्त होती हैं, तो उन्हें जाँच और उचित कार्रवाई के लिए संबंधित राज्य/संघ राज्य क्षेत्र सरकारों को भेज दिया जाता है। हालाँकि, महाराष्ट्र में उचित दर दुकानों पर खाद्य वितरण में कालाबाज़ारी या तकनीकी अनियमितताओं के संबंध में कोई विशेष शिकायत प्राप्त नहीं हुई है।

(घ) राशन कार्डों, उचित दर दुकानों और उनके डीलरों, से संबंधित प्रचालन जिम्मेदारियाँ, खाद्यान्न वितरण, उचित दर दुकानों के डीलरों को लाइसेंस जारी करने और उचित दर दुकानों के कामकाज की निगरानी और पर्यवेक्षण संबंधी जिम्मेदारियाँ संबंधित राज्य/संघ राज्य क्षेत्र सरकारों की हैं। तदनुसार, ऐसे परिचालन संबंधी मामलों से संबंधित शिकायतों का निपटारा संबंधित राज्य सरकार द्वारा किया जाता है।

महाराष्ट्र राज्य में, राज्य शिकायत पोर्टल, एनएफएसए पोर्टल, इनग्राम, राष्ट्रीय उपभोक्ता हेल्पलाइन, उमंग ऐप, मेरा राशन ऐप, अन्न सहायता और आशा सहित विभिन्न प्लेटफार्मों के माध्यम से 6,959 शिकायतें प्राप्त हुई हैं। इन शिकायतों को आवश्यक कार्रवाई के लिए राज्य सरकार को भेज दिया गया है।

स्वच्छ ऊर्जा को बढ़ावा देना

588. श्री बाबू सिंह कुशवाहा:

क्या प्रधानमंत्री यह बताने की कृपा करेंगे कि :

(क) देश में नए परमाणु ऊर्जा संयंत्रों की स्थापना, मौजूदा संयंत्रों का विस्तार करके और उन्नत

रिएक्टरों, हल्के पानी के रिएक्टरों और लघु मॉड्यूलर रिएक्टरों (एसएमआर) जैसी नई प्रौद्योगिकियों का विकास करके स्वच्छ ऊर्जा को बढ़ावा देने के लिए सरकार द्वारा क्या कार्रवाई की गई है/की जा रही है;

- (ख) क्या सरकार ने वर्ष 2030 तक स्वच्छ ऊर्जा लक्ष्यों को पूरा करने के लिए परमाणु ऊर्जा की हिस्सेदारी बढ़ाने के लिए निजी क्षेत्र की भागीदारी के लिए कोई नई नीति, निवेश योजना या नया मॉडल तैयार किया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और
- (ग) देश में परमाणु अनुसंधान, थोरियम आधारित रिएक्टरों, नाभिकीय अपशिष्ट प्रबंधन और सुरक्षा संबंधी सुधार से संबंधित नई परियोजनाओं का ब्यौरा क्या है और इस संबंध में वर्तमान में क्या प्रगति हुई 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) विकसित भारत के लिए नाभिकीय ऊर्जा मिशन का लक्ष्य वर्ष 2047 तक 100 गीगावाट की नाभिकीय ऊर्जा उत्पादन क्षमता प्राप्त करना है ताकि वर्ष 2070 तक शुद्ध शून्य के लक्ष्य को हासिल करने में महत्वपूर्ण योगदान दिया जा सके। निम्नतम कार्बन उत्सर्जन के साथ नाभिकीय ऊर्जा से बिजली के उत्पादन में वृद्धि करने और मूल भार आवश्यकता को पूरा करने की योजना है जिसे वर्तमान में जीवाश्म ईंधन आधारित विद्युत संयंत्रों के माध्यम से पूरा किया जाता है। नाभिकीय ऊर्जा मिशन के अधीन, वर्ष 2033 तक स्वदेशी लघु मॉड्यूलर रिएक्टरों के डिजाइन, विकास और प्रचालन के लक्ष्य के साथ एसएमआर के अनुसंधान एवं विकास के लिए निधि भी आवंटित की गई है।

परिकल्पित विद्युत उत्पादन क्षमता निम्नलिखित माध्यमों से प्राप्त की जा सकती है:

- i) तीव्र विस्तार के लिए बड़े रिएक्टर जैसे कि 700 मेगावाट क्षमता के स्वदेशी दाबित भारी पानी रिएक्टर (पीएचडब्ल्यूआर) तथा बड़े क्षमता वाले आयातित उन्नत रिएक्टर डिजाइन, जिनकी स्थापना ग्रीन फील्ड स्थलों में की जाएगी।

- ii) लघु मॉड्यूलर रिएक्टर (एसएमआर) जैसे कि 220 मेगावाट भारत लघु रिएक्टर (बीएसआर-220), 200 मेगावाट भारत लघु मॉड्यूलर रिएक्टर (बीएसएमआर-200) और 55 मेगावाट लघु मॉड्यूलर रिएक्टर (एसएमआर-55) जिनकी स्थापना निम्न उद्देश्य हेतु पूर्व-विकसित क्षेत्र (ब्राउन फील्ड) स्थलों में की जाएगी;

ए. सेवा समाप्त हो रहे जीवाश्म ईंधन-आधारित बिजली संयंत्रों का पुनः उपयोग,

बी. ऊर्जा-गहन उद्योगों के लिए स्वोत्पाद (कैप्टिव) संयंत्र और

सी. दूरदराज क्षेत्रों के लिए ऑफ-ग्रिड उपयोग।

बीएआरसी ने बीएसएमआर-200 और एसएमआर-55 की डिजाइन और विकास आरंभ किया है। ये एसएमआर दाबित पानी रिएक्टर प्रौद्योगिकी पर आधारित हैं।

परमाणु ऊर्जा विभाग के अधीन सार्वजनिक क्षेत्र के उपक्रम न्यूक्लियर पावर कारपोरेशन ऑफ़ इंडिया लिमिटेड (एनपीसीआईएल), ने कठिन - से - घटाई जाने वाले उद्योगों के विकारबनीकरण के लिए भारत लघु रिएक्टर (बीएसआर) स्थापित करने के लिए निविदा अनुरोध (आरएफपी) भी जारी किया है।

(ख) सरकार ने 220 मेगावाट भारत लघु रिएक्टर (बीएसआर) की स्थापना के लिए निजी कंपनियों के साथ साझेदारी करने की घोषणा की है। तदनुसार, एनपीसीआईएल ने स्वोत्पाद (कैप्टिव) विद्युत उत्पादन हेतु बीएसआर स्थापित करने हेतु भाग लेने के लिए भारतीय उद्योगों को आमंत्रित करते हुए मौजूदा कानूनी ढांचे के अंतर्गत निविदा अनुरोध (आरएफपी) जारी किया है, जिससे उद्योगों के लिए संधारणीय, निम्न कार्बन ऊर्जा समाधान प्रदान किया जा सके और उनके प्राचलनों को कार्बन मुक्त किया जा सके। बजट 2025 के दौरान सरकार ने घोषणा की है कि नाभिकीय क्षति असैन्य दायित्व अधिनियम 2010 और परमाणु ऊर्जा अधिनियम 1962 में संशोधन करके निजी क्षेत्र की सक्रिय भागीदारी को सक्षम किया जाएगा।

(ग) भाभा परमाणु अनुसंधान केंद्र (बीएआरसी) नाभिकीय अनुसंधान, थोरियम-आधारित रिएक्टरों, नाभिकीय अपशिष्ट प्रबंधन के क्षेत्र में और संरक्षा से संबंधित सुधार हेतु अनुसंधान एवं विकास कार्य

कर रहा है। इसकी विस्तृत जानकारी निम्नानुसार है;

गलनांक लवण रिएक्टर (एमएसआर) को सक्षम, दीर्घकालिक, स्व-निर्भर एवं कुशल थोरियम संसाधन उपयोग हेतु महत्वपूर्ण भूमिका निभाने की आशा है। इससे संबंधित प्रौद्योगिकियों के प्रदर्शन के लिए, निम्न क्षमता प्रदर्शन गलनांक लवण रिएक्टर के डिजाइन का कार्य आरंभ कर दिया गया है। इस प्रयास के भाग के रूप में, विशेष पदार्थों, फ्लोराइड लवणों और अन्य संबद्ध क्षेत्रों का विकास कार्य प्रगति पर है।

नाभिकीय अपशिष्ट प्रबंधन के क्षेत्र में पुनर्प्राप्ति, पुनःउपयोग, पुनर्चक्रण के माध्यम से नाभिकीय अपशिष्ट उत्पादन को कम करने के लिए प्रयास किया जा रहे हैं। बेहतर विसंदूषण घटकों को प्राप्त करने और पर्यावरणीय उत्सर्जन को कम करने के लिए बेहतर प्रक्रमों के विकास पर अनुसंधान एवं विकास कार्य प्रगति पर है। दीर्घ-जीवी रेडियोन्यूक्लाइड के विभाजन जैसी प्रौद्योगिकियों का विकास कर उन्हें क्रियान्वित किया जा रहा है जिससे निपटान किए जाने वाले अपशिष्ट की मात्रा में कमी हो सके। इस प्रौद्योगिकी से सामाजिक अनुप्रयोगों के लिए विशिष्ट रेडियोन्यूक्लाइड की पुनर्प्राप्ति किया जाना संभव हो सकेगा।

विभाग ने हाइड्रोजन और रेडियोन्यूक्लाइड प्रबंधन प्रणाली के माध्यम से संरोधन संरक्षा में सुधार किया है और वर्तमान में बीएसएमआर-200 के लिए आंतरिक एवं बाह्य वेसल शीतलन के माध्यम से रेडियोन्यूक्लाइडों को रिएक्टर वेसल के भीतर सीमित रखने पर कार्य किया जा रहा है।

CONSTRUCTION OF RAILWAY OVERBRIDGES AT NADAL

589. SHRI K. SUDHAKARAN:

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

- (a) whether the Government is aware of the long-standing demand of the public for constructing a railway overbridge at Nadal, located along the Kannur–Thalassery National Highway in Kannur and if so, the details

thereof;

- (b) whether the Government is aware that severe traffic congestion occurs for several kilometres on both sides of the railway gates each time it is closed, often until three or four trains have passed and if so, the details thereof; and
- (c) whether the Government has conducted any inquiry into this matter and if so, the steps taken/being taken by the Government to construct a railway overbridge to ease traffic congestion and provide relief to commuters?

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

(a) to (c) There is a Level Crossing (LC) No. 238 (Nadal Gate Level Crossing) on National Highway (NH) No. 66 at km 743/100-200 in Kozhikkode-Kannur Section of Palakkad Division.

As per the Memorandum of Understanding (MOU) between Ministry of Railway and Ministry of Road Transport and Highways/National Highway Authority of India (MoRTH/NHAI), MoRTH/NHAI has to replace all LCs on National Highways by ROB/RUBs on single entity basis at their cost.

Railway has already conducted a joint inspection with NHAI and State Authorities. General Arrangement Drawing (GAD) has been approved. Accordingly, the work of construction of 6-lane ROB in lieu of LC No.238 has been taken up by NHAI.

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

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

CONTRACTUAL VACANCIES IN RAILWAYS

590. SHRIMATI RACHNA BANERJEE:
SHRI BAPI HALDAR:

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

- (a) the total number of vacancies in the Indian Railways, zone-wise;
- (b) the number of vacancies in safety related category, zone-wise;
- (c) the number of total posts and the number of posts vacant in the Commission of Railway Safety;
- (d) the details of the steps taken by the Government to fill up these posts;
- (e) the details of the contractual workers currently engaged in various railway zones;
- (f) whether there is any plan to regularise their services and if so, the details thereof and if not, the reasons therefor; and
- (g) whether there has been any delay in the recruitment process due to administrative or legal reasons and if so, the details thereof?

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

(a) to (g) Occurrence and filling up of vacancies are continuous processes in 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. Presently recruitment of 1,20,579 vacancies has been taken up on Indian Railways as per annual calendar 2024 and 2025.

During January to December 2024, ten Centralized Employment Notifications (CENs) for 92,116 vacancies were notified for filling up of posts of Assistant Loco Pilots (ALPs), Technicians, Sub-Inspectors, Constables in Railway Protection Force (RPF), Junior Engineers (JEs)/ Depot Material Superintendent (DMS)/ Chemical & Metallurgical Assistant (CMA), Paramedical Categories, Non-Technical Popular Categories (Graduate), Non-Technical Popular Categories (Under-Graduate), Ministerial & Isolated Categories and Level-1 categories such as Assistants, Track Maintainers and Pointsman. First stage/Single stage Computer Based Tests (CBTs) for 59,678 posts has been completed. Details are as under:

Exam	Candidates	Cities	Languages
1 st 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
1 st 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 (4208 vacancies)	45,30,288	147	15
CBT for Paramedical Categories (1,376 vacancies)	7,08,321	143	15
1 st Stage CBT for Non-Technical Popular Category (Graduate) (8,113 vacancies)	58,41,774	141	15
1 st Stage CBT for Non-Technical Popular Category (Under Graduate) (3,445 vacancies)	63,27,473	157	15
CBT for Ministerial & Isolated categories (1,036 vacancies)	4,46,013	139	15

2nd stage CBTs for the posts of ALP, JE/DMS/CMA and Non-Technical Popular Categories (Graduate) has also been completed. Details are as under:

Exam	Candidates	Cities	Languages
2 nd Stage CBT for the post of ALP (18,799 vacancies)	2,66,363	112	15
2 nd Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	1,17,339	118	15
2 nd Stage CBT for Non-Technical Popular Category (Graduate) (8,113 vacancies)	1,21,931	129	15

Computer Based Aptitude Test (CBAT) for the post of ALP has also been completed. Details are as under:

Exam	Candidates	Cities	Languages
CBAT for the post of ALP (18,799 vacancies)	1,32,044	84	2

CBT for 32,438 vacancies for level -1 categories has commenced from 27.11.2025 in 140 cities in 15 languages. Physical Efficiency Test (PET) for 4,208 vacancies of Constable (RPF) has commenced from 13.11.2025.

Panels for more than 23,000 candidates for various posts including the posts of Technicians, Junior Engineers, Paramedical Categories, Sub-Inspectors (RPF) and Assistant Loco Pilots have been finalised. Majority of them are in safety categories.

In addition, as per Annual Calendar for the year 2025, seven Centralized Employment Notifications (CENs) for 28,463 vacancies have also been issued:

SN	CEN No.	Post Name	No. of Vacancies notified	Month of Notification
1	01/2025	Assistant Loco Pilots	9,970	March 2025
2	02/2025	Technicians	6,238	June 2025
3	03/2025	Para-medical	434	July 2025
4	04/2025	Section Controllers	368	August 2025
5	05/2025	Junior Engineers / Depot Material Superintendent	2,585	October 2025
6	06/2025	NTPC (Graduate)	5,810	October 2025
7	07/2025	NTPC (Under-Graduate)	3,058	October 2025

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.

Recruitment done in Indian Railways during 2004-2005 to 2013-2014 vis-à-vis during 2014-2015 to 2024-2025 is given as under:

Period	Recruitments
2004-2005 to 2013-2014	4.11 lakhs
2014-2015 to 2024-2025	5.08 lakhs

Further, as a system improvement, the Ministry of Railways has introduced a system of publishing annual calendar from 2024 for recruitment to various categories of Group 'C' posts. The introduction of 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.

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.

Engagement on contract basis is purely contractual in nature and does

not confer any right upon such personnel for regular employment, absorption, or continuance in Railway service. Since contractual engagement is carried out only to meet urgent operational requirements, there is no provision for regularization of such contractual staff in Indian Railways.

WINTER FORECAST BY IMD

591. SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

SHRI SUDHEER GUPTA:

SHRI RAVINDRA VASANTRAO CHAVAN:

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

- (a) whether the India Meteorological Department (IMD) has issued Temperature outlook during winter seasons and if so, the details thereof, State/UT-wise;
- (b) whether foreign agencies have also issued outlook for temperature during winter seasons and if so, the details thereof, State/UT-wise;
- (c) whether average error in IMD's winter forecast has come down during each of the last three years and if so, the details thereof;
- (d) the steps taken/being taken by the Government for accurate weather prediction forecast in the country; and
- (e) whether the Government proposes to conduct any scientific study on the changing weather pattern in recent times and if so, the details thereof along with the steps taken in this regard?

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) has been issuing seasonal temperature outlooks for the winter season, covering the months of December to February (DJF), and the same is generally issued at the end of November. These temperature forecasts are issued using coupled dynamical models. However, since 2023, the Multi-Model Ensemble (MME) technique was used to prepare the temperature forecasts. These forecasts include probabilistic outlooks for maximum and minimum temperatures, along with anomaly forecast for the number of cold wave days. In addition, IMD issues monthly temperature outlooks, including cold wave information, during the cold weather season.

Spatial probabilistic forecasts are provided at the meteorological subdivision level, and the relevant information is made available through press releases, press conferences, and social media. Furthermore, apart from the seasonal and monthly forecasts, weekly cold wave alerts and warnings are issued every Thursday, which are valid for the subsequent four weeks. These weekly forecasts are made available on the IMD website (<https://mausam.imd.gov.in/>) and are disseminated to all concerned States through meteorological centers/ regional meteorological centers.

- (b) Yes. Several international centers—such as the European Centre for

Medium-Range Weather Forecasts (ECMWF), the NOAA Climate Prediction Centre (CPC), and the UK Met Office—publish global and regional seasonal temperature (2-metre) outlooks based on Climate Model/Multi-Model Ensemble outputs. These products, generally provided in the form of probability and anomaly departure from normal maps, include coverage of the South Asian region; however, they are not specifically tailored for India. IMD issues the official seasonal guidance for the country through its Cold Weather Season Temperature Outlook, which is based on bias-corrected minimum temperature fields derived from climate models.

- (c) IMD regularly undertakes verification of its winter forecasts, and the forecast skill has shown notable improvement in recent years owing to the use of the MME scheme based on some of the best coupled global models. Spatial verification plots available on the IMD Pune website (<https://imd pune.gov.in/prediction.php>) indicate improved performance compared to earlier forecast cycles. The links for the verification of seasonal and monthly temperature forecasts for maximum and minimum temperatures are given in the enclosed **Statement**.
- (d) The India Meteorological Department (IMD) has adopted an improved methodology for issuing daily, weekly, monthly, and seasonal forecasts through the MME systems. It includes Monsoon Mission Climate Forecasting System (MMCFS), monthly and seasonal forecast, extended range forecasting system for weekly forecast up to four weeks, and deterministic & probabilistic models for nowcast to short and medium range

forecast up to 7 days. Further, IMD has operationalized the Bharat Forecasting System, presently the highest-resolution operational weather prediction model globally, with a spatial resolution of 6 km. Verification results from recent seasons indicate that the MME system offers improved forecast skill and greater accuracy compared to single-model forecasts. Over time, IMD has strengthened its weather observation network, upgraded forecasting systems, and developed high-resolution datasets to support the assessment of long-term climate variability over India. IMD has further enhanced operational forecasting capabilities through advances in modeling techniques and improved data assimilation processes.

- (e) The India Meteorological Department continuously monitors weather and climate conditions across the country and publishes the Annual Climate Summary for India, along with State-wise Annual Climate Statements. The climate data of IMD has been digitized for the entire period since 1901. The data supply has been made easier by developing a climate data supply portal. Further datasets are provided to research and development (R&D) organizations through collaboration to improve understanding and prediction. Recently, Mission Mausam has been launched with the objective of strengthening weather and climate services nationwide. The Mission is aimed at enhancing the monitoring, prediction, and overall understanding of weather and climate systems over the Indian region.

STATEMENT

https://imdpune.gov.in/cmpg/Models_Forecast/special_veri/Seasonal_TMAX_Veri.html

https://imdpune.gov.in/cmpg/Models_Forecast/special_veri/Monthly_TMAX_Veri.html

https://imdpune.gov.in/cmpg/Models_Forecast/special_veri/Seasonal_TMIN_Veri.html

https://imdpune.gov.in/cmpg/Models_Forecast/special_veri/Monthly_TMIN_Veri.html

GAP IN SUBMISSION OF APPLICATIONS UNDER PM-SGMBY

592. SHRI S. JAGATHRATCHAKAN:

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

- (a) whether the Government is aware of the gap between registration and actual submission of applications under the Pradhan Mantri-Surya Ghar Muft Bijli Yojana (PM-SGMBY) in Tamil Nadu;
- (b) if so, the steps taken or proposed to be taken by the Union Government to encourage more registrations and if not, the reasons therefor; and
- (c) the details of the total number of Rooftop Solar Photovoltaic (RTPV) systems installed under the yojana in Tamil Nadu since its inception and the pending applications yet to be cleared, district-wise?

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

(a) to (c) To simplify the process of PM Surya Ghar: Muft Bijli Yojana (PMSG: MBY), the Ministry of New and Renewable Energy has done away the requirement of registration and consumers willing to get benefitted under the scheme has to directly apply on the National Portal of the scheme.

As on 30.11.2025, against 60,386 applications received under the scheme for the state of Tamil Nadu, a total of 47,696 rooftop solar (RTS) systems have been installed, benefitting 55,255 households in the state. The district-wise details of progress made under PMSG: MBY in the state of Tamil Nadu is given in the enclosed **Statement**.

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District wise details of progress made under PMSG: MBY in the state of Tamil Nadu as on 30.11.2025

S.No.	District	Application (Nos.)	RTS Installations (Nos.)	Households Benefited (Nos.)
1	Ariyalur	176	124	124
2	Chengalpattu	4,347	3,457	4,388
3	Chennai	6,394	5,307	7,357
4	Coimbatore	7,871	6,750	10,007
5	Cuddalore	1,383	980	980
6	Dharmapuri	542	387	387
7	Dindigul	938	693	693
8	Erode	2,905	2,488	2,645
9	Kallakurichi	513	333	333
10	Kanchipuram	1,898	1,501	1,516
11	Kanniyakumari	1,296	959	959
12	Karur	1,564	1,434	1,485
13	Krishnagiri	812	549	831
14	Madurai	2,402	1,800	1,918

15	Mayiladuthurai	338	243	243
16	Nagapattinam	270	180	180
17	Namakkal	2,683	2,257	2,271
18	Perambalur	230	179	180
19	Pudukkottai	465	317	355
20	Ramanathapuram	396	246	246
21	Ranipet	555	399	399
22	Salem	2,978	2,468	2,531
23	Sivaganga	604	391	391
24	Tenkasi	596	406	406
25	Thanjavur	1,813	1,426	1,443
26	Theni	515	384	399
27	The Nilgiris	102	64	64
28	Thiruvallur	2,532	1,859	2,144
29	Thiruvarur	703	498	498
30	Thoothukkudi	1,262	992	992
31	Tiruchirappalli	2,673	2,133	2,273
32	Tirunelveli	1,339	1,065	1,105
33	Tirupathur	368	224	225
34	Tiruppur	2,631	2,166	2,250
35	Tiruvannamalai	839	490	490
36	Vellore	1,035	743	743
37	Viluppuram	827	502	502
38	Virudhunagar	1,591	1,302	1,302
	Total	60,386	47,696	55,255

MULTI MODEL TRANSPORT OF RAILWAYS

593. SHRI SUBBARAYAN K.:

SHRI SELVARAJ V.:

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

- (a) whether Railways has invested huge sums of money to modernize container transport and cut costs during the last five years;
- (b) if so, the details thereof along with the funds invested in such sectors during the last five years;
- (c) whether it is a fact that the investments have not cut down cost in multi-modal transport of railway and if so, the details thereof; and
- (d) the details of the steps taken/proposed to be taken by the Government to audit such investments and fix accountability?

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

(a) to (d) Container Corporation of India Limited (CONCOR), a PSU under the Indian Railways, owns and operates container trains. During the last 5 years, about Rs.3278.00 Crores were invested by CONCOR towards capital expenditure mainly on, acquisition of specialised heavy-duty containers, higher capacity container rakes, modern container handling equipment, development/expansion of container terminals, IT infrastructure, etc.

The investments made in the container segment have resulted in reduction in first mile and last mile handling costs and transit time, and the introduction of double stack container rakes has further contributed to reduction in overall logistics cost.

The audit of Financial Statements of CONCOR is carried out by CAG appointed statutory auditors as per the laid down procedures.

SEMI-HIGH SPEED RAIL PROJECT IN KERALA**594. ADV. ADOOR PRAKASH:**

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

- (a) whether the Railway Board has suggested/planned any alternative to the proposal submitted by the State Government of Kerala for semi-high speed rail project (Silver Line) in the State
- (b) if so, the details thereof; and
- (c) whether the Government has received any communication from the State Government for reconsideration of this project and if so, the details thereof and the action taken thereon?

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

(a) to (c) SilverLine from Thiruvananthapuram to Kasaragod in Kerala was proposed for construction by Kerala Rail Development Corporation Limited (KRDCL), a Joint Venture company of State Government of Kerala (51%) and Ministry of Railways (49%) for development. After survey, KRDCL has submitted Detailed Project Report (DPR) of the Project. The proposed alignment was running parallel to and in close proximity to Indian Railway (IR) lines. There were many deficiencies in the DPR. Therefore, KRDCL has been advised by Southern Railway to address those deficiencies and prepare revised DPR as per the latest advised technical standards such as integration with existing IR network at suitable points, adoption of broad gauge for integration with IR network, flatter ruling gradient, provision of Kavach, electrification with 2x25 kV, proper drainage scheme

for yards and sections, addressing environmental concerns during construction and operation etc. The proposed changes are aimed at improving line capacity utilization, integration with the existing rail network etc.

Further to improve connectivity and enhance the capacity in this region following surveys have been taken up: -

SN	Route	Length (Km)
1	Kayankulam-Thiruvananthapuram 3rd Line	105
2	Ernakulam-Kayankulam 3rd line (via Kottayam)	115
3	Shoranur-Mangalore 3rd & 4th Line	307
4	Coimbatore-Shoranur 3rd & 4th line	99
5	Thiruvananthapuram-Nagercoil 3rd Line	71
6	Shoranur – Ernakulam 3rd Line	106

Kerala

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

Period	Outlay
2009-14	Rs. 372 crore/year
2025-26	Rs. 3,042 crore (more than 8times)

As on 01.04.2025, 06 projects (02 new line and 04 doubling) of length 266 Km, costing Rs. 9,415 crore, falling fully/partly in the State of Kerala are in different stages of planning/sanctioning/execution, out of which 26 Km length has been commissioned and an expenditure of Rs.3,250 crore has been incurred upto March' 2025. The summary is as under:

Category	No. of projects	Total Length	Length Commissioned	Balance to complete	Expenditure upto March 2025 (₹in Crore)
New line	02	146 Km	0 Km	146 Km	309
Doubling /multitra-cking	04	120 Km	26 Km	94 Km	2,941
Total	06	266 Km	26 Km	240 Km	3,250

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

S.No.	Project	Cost (₹in Crores)
1	Dindigul-Pollachi-Palghat & Pollachi-Coimbatore Gauge Conversion (217 km)	1,360
2	Quilon-Tirunelveli-Tiruchendur Gauge Conversion (357 km)	1,122
3	Mulanturutti-Kuruppantara Doubling (24 km)	303
4	Chenganur-Chingavanam Doubling (27 km)	436
5	Ambalapuzha-Haripad Doubling (18 km)	346
6	Kurruppanthara-Chingavanam Doubling (27 km)	749

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

S No.	Project	Cost (₹ in Crores)
1	Angamali-Sabarimala New line (111 Km)	3,727
2	Ernakulam-Kumbalam Doubling (8 Km)	595
3	Kumbalam-Thuravur Patch doubling (16 km)	803
4	Trivandrum- Kanyakumari Doubling (87 Km)	3,786
5	Shoranur – Vallathol Doubling (10 Km)	367

In last three years (i.e. 2022-2023, 2023-2024, 2024-25 and current

Financial Year i.e. 2025-26), total 9 Nos. of Surveys (3 New Line and 6 Doubling) falling fully/partly in the State of Kerala having a total length of 1,124 Km have been sanctioned and survey work has been taken up.

Execution of important infrastructure projects falling fully/partly in the State of Kerala are held up due to delay in land acquisition. Status of land acquisition in the State of Kerala is as under:

Total Land required for Projects in Kerala	476 Ha
Land Acquired	65 Ha (14%)
Balance Land to be acquired	411 Ha (86%)

Railway had deposited ₹1975 crore for land acquisition to Government of Kerala. Support of the Government of Kerala is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:

S.No.	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1.	Angamali - Sabarimala new line (111 Km)	416	24	392
2.	Ernakulam – Kumbalam Patch Doubling (8 Km)	4	1	3
3.	Kumbalam – Turavur Patch Doubling (16 Km)	10	6	4
4.	Trivandrum - Kanyakumari Doubling (87 Km)	41	33	8
5.	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 Kerala.

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.

PUNCTUALITY OF MAIL/EXPRESS/PASSENGER TRAINS

595. DR. LATA WANKHEDE:

SHRIMATI SHAMBHAVI:

SHRIMATI DAGGUBATI PURANDESWARI:

SHRI RAJESH VERMA:

SHRI ATUL GARG:

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

- (a) the details of the punctuality performance of Mail/ Express/ Passenger trains during the last year along with the primary reasons for delays, zone-wise;
- (b) the average occupancy rate of Vande Bharat Express trains since their introduction, routewise;
- (c) whether any routes has low passenger load and if so, the details thereof;
- (d) the details of the steps being taken to rationalise Vande Bharat fares to improve occupancy;
- (e) whether the "Vande Bharat Sleeper" version has been finalised for overnight routes and if so, the details thereof; and
- (f) the timeline for introducing high-speed rail corridors on other identified routes?

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

- (a) to (e) Indian Railways makes all possible efforts to run trains on time. Several

factors affect punctual running of trains which include foggy weather, path constraints, asset maintenance, alarm chain pulling, agitations, cattle run over and other unforeseen circumstances. Overall punctuality of Mail/Express trains on Indian Railways during 2024-25 was 77.12% and during 2025-26 (April-October) was about 80%.

The overall occupancy of Vande Bharat Express trains has been around 100%. The Sleeper Variant of Vande Bharat has been indigenously designed and developed. Two such rakes have already been manufactured and are under extensive trials/commissioning.

(f) Presently, the Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is under execution with technical and financial assistance from the Government of Japan. HSR projects are highly capital intensive and any decision for taking up new project is based on many factors such as technical feasibility, financial & economic viability, traffic demand and availability of funds & financing options etc.

EXTENSION OF BROADBAND CONNECTIVITY IN SCHOOLS

596. SHRI KRISHNA PRASAD TENNETI:
SHRI DAGGUMALLA PRASADA RAO:

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

(a) the total number of Government-run secondary schools eligible for extension of broadband connectivity under Bharat Net initiative, State-wise, district wise in Andhra Pradesh and especially in Bapatla Lok Sabha

Constituency;

(b) the details of the list of the States/UTs that have proposed, under negotiation and presently functional MoUs with BSNL for implementing broadband connectivity in Government schools over the last ten years;

(c) the details of the number of Government schools being provided fibre to the Home (FTTH) connections, State-wise and district-wise for Andhra Pradesh and in Bapatla Lok Sabha Constituency;

(d) the details of number of FTTH connections operationalized along with customer usage data of such connections, State-wise and district-wise for Andhra Pradesh especially in Bapatla Lok Sabha Constituency; and

(e) the details of funds released to implementation agencies for establishing FTTH connections, State-wise, district-wise in Andhra Pradesh and from Bapatla Lok Sabha Constituency?

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

(a) Under Amended BharatNet program, 1.5 Crore Fiber to the Home (FTTH) connections to be provided across all States/UTs (including Andhra Pradesh) with priority to cover Government institutions including schools over the next five years, with funding support from Digital Bharat Nidhi (DBN). All Government run secondary schools available in Gram Panchayats (GPs)/villages are eligible for provisioning of FTTH connectivity under Amended BharatNet program. However, FTTH connections are provided on the basis of demand and availability of BharatNet network.

(b) Bharat Sanchar Nigam Limited (BSNL) has approached States/UTs to have a MoU/Agreement to provide FTTH connections in Government run secondary schools in GPs/villages under BharatNet. So far, BSNL has signed the MoU/Agreement with Andhra Pradesh, Bihar, Haryana, Himachal Pradesh, Karnataka, Maharashtra, Manipur, Nagaland, Sikkim, Telangana, Uttar Pradesh, Uttarakhand, Gujarat, Assam, Punjab, Tamil Nadu and West Bengal, for providing FTTH connections in Government Schools.

(c) and (d) The details of State/UT-wise working FTTH connections using BharatNet, in Government Schools, along with customer usage data is given in the enclosed **Statement-I**. The details of District-wise FTTH connections provided to Government Schools using BharatNet in Andhra Pradesh is given in the enclosed **Statement-II**.

(e) A total subsidy of Rs. 516 Cr. (approx.) for providing FTTH connections using BharatNet is released by DBN to BSNL for Pan-India.

STATEMENT-I

Details of State/UT-wise working FTTH connections using BharatNet, provided by BSNL, in Government Schools, along with customer usage data

S. No.	State/UT	No. of FTTH connections	Data Usage in GB (in month of Oct'25)
1	Andaman & Nicobar Islands	65	2,330.59
2	Andhra Pradesh*	6,679	31,809.73
3	Assam	261	15,420.23
4	Bihar	2,414	1,56,234.04

5	Chhattisgarh	927	53,172.82
6	Gujarat	4,028	1,57,780.88
7	Haryana	9,469	8,39,343.37
8	Himachal Pradesh	55	5,947.57
9	Jammu & Kashmir	46	4,525
10	Jharkhand	201	17,994.19
11	Karnataka	2,726	94,924.98
12	Kerala	1,710	1,19,926.5
13	Madhya Pradesh	6,706	85,213.08
14	Maharashtra	710	23,558
15	Manipur	29	1,826.07
16	Mizoram	6	362.77
17	Odisha	426	31,807.58
18	Puducherry	37	2,501.69
19	Punjab	12,961	9,15,356.67
20	Rajasthan	5,252	1,73,648.03
21	Tamil Nadu	22	536.61
22	Telangana	220	13,638.91
23	The Dadra & Nagar Haveli and Daman & Diu	8	2,012.98
24	Tripura	2	5.54
25	Uttar Pradesh	6,572	3,27,186.79
26	Uttarakhand	2,678	1,39,847.16
27	West Bengal	3,745	1,86,068.69
	Total	67,955	34,02,980.47

*includes **6,405 FTTH** connections to Government Schools using BharatNet provided by Andhra Pradesh State FiberNet Limited (APSFL). In Andhra Pradesh, BharatNet Phase-II is implemented under State-led model through APSFL, a Special Purpose Vehicle (SPV) of the State Government, which are also responsible for utilization.

STATEMENT-II

Details of District-wise FTTH connections provided to Government Schools in Andhra Pradesh under BharatNet

S. No.	District	No. of FTTH connections
1	Alluri Sitharama Raju	3
2	Anakapalli	371
3	Anantapur	528
4	Annamayya	335
5	Bapatla	164
6	Chittoor	117
7	East Godavari	148
8	Eluru	190
9	Guntur	85
10	Kakinada	359
11	Konaseema	291
12	Krishna	60
13	Kurnool	135
14	Nandyal	4
15	NTR	255
16	Palnadu	105
17	Parvathipuram Manyam	257
18	Prakasam	168
19	SPSR Nellore	835
20	Sri Sathya Sai	188
21	Srikakulam	567
22	Tirupati	15
23	Visakhapatnam	153
24	Vizianagaram	753
25	West Godavari	200
26	YSR Kadapa	393
Total		6,679

ध्रुव परियोजना

597. श्री सनातन पांडेय :

क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या निजी प्रौद्योगिकी स्टार्टअप को ध्रुव परियोजना में भाग लेने का अवसर दिया गया है और यदि हां, तो चयन प्रक्रिया का ब्यौरा क्या है और उक्त स्टार्टअप के चयन के लिए क्या मानदंड निर्धारित किए गए हैं;

(ख) क्या निजी स्टार्टअप के शामिल होने से देश में नवाचार को बढ़ावा मिलने और स्थानीय प्रौद्योगिकी के विकास को बढ़ावा मिलने की संभावना है और यदि हां, तो इसका ब्यौरा क्या है; और

(ग) क्या ध्रुव प्लेटफॉर्म को पंचायत स्तर तक बढ़ाने का प्रस्ताव है और यदि हाँ, तो इस संबंध में नॉमिनेटेड एजेंसियों के नाम क्या हैं और ग्रामीण डिजिटल समावेशन पर इसका अनुमानित असर क्या होगा?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) ध्रुव फ्रेमवर्क के तहत राष्ट्रीय डिजिटल पता, डिजिटल पब्लिक इंफ्रास्ट्रक्चर (डीपीआई) को भारत में डिजिटल एड्रेसिंग के लिए एक ओपन, अंतरप्रचालनीय और नवाचार-अनुकूल प्रणाली बनाने के लिए डिजाइन किया गया है। प्रौद्योगिकी स्टार्टअप सहित कोई भी निकाय इस इकोसिस्टम का हिस्सा बन सकता है।

(ख) जी, हां। निजी स्टार्टअप के शामिल होने से देश में नवाचार और स्थानीय प्रौद्योगिकी के विकास को बढ़ावा मिलेगा। स्टार्टअप, “एड्रेस ऐज अ सर्विस (AaaS)” मॉडल का उपयोग करके ध्रुव डिजिटल पता डीपीआई के आधार पर, समाधान प्रदान कर सकते हैं।

(ग) ‘ध्रुव’ को राष्ट्रव्यापी डिजिटल एड्रेस डीपीआई के रूप में तैयार किया गया है, जिसमें शहरी और ग्रामीण क्षेत्रों में अंतर किए बिना दोनों को शामिल किया गया है। अतः पंचायत स्तर की किसी भी विशेष एजेंसी को नामांकित नहीं किया गया है। डिजिटल पता प्रणाली डीपीआई आर्किटेक्चर से सटीक पता प्रणाली को सक्षम करके ग्रामीण डिजिटल समावेशन में वृद्धि होने की संभावना है जिससे

सेवा डिलिवरी में सुधार होगा और एक बार इसके प्रचालनरत होने के बाद ग्रामीण शासन प्रणाली में सहायता मिलेगी।

आरईई के लिए अन्वेषण गतिविधियाँ

598. श्री बजरंग मनोहर सोनवणे:

श्री संजय उत्तमराव देशमुख:

श्री संजय हरिभाऊ जाधव:

क्या खान मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने दुर्लभ भूवैज्ञानिक तत्वों (आरईई) और अन्य महत्वपूर्ण खनिजों के लिए महाराष्ट्र सहित देश के विभिन्न राज्यों में कोई नया भूवैज्ञानिक सर्वेक्षण या अन्वेषण गतिविधियाँ शुरू/अनुमोदित की हैं;

(ख) यदि हां, तो चिन्हित किए गए स्थान, इसमें हुई प्रगति और ऐसे अन्वेषणों के निष्कर्ष का ब्यौरा क्या है;

(ग) क्या सरकार ने ऐसे राज्यों में स्थानीय स्तर पर महत्वपूर्ण खनिजों एवं आरईई के निर्यात से पूर्व मूल्य संवर्धन एवं प्रसंस्करण को बढ़ावा देने के लिए कोई नीति अथवा योजना बनाई है;

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

(ङ) देश के सभी राज्यों में विगत तीन वित्तीय वर्षों के दौरान खनिज अन्वेषण और मूल्य संवर्धन के लिए आवंटित और उपयोग की गई कुल धनराशि कितनी है?

कोयला मंत्री; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) और (ख) खान मंत्रालय का संबद्ध कार्यालय, भारतीय भूवैज्ञानिक सर्वेक्षण (जीएसआई), महाराष्ट्र सहित पूरे देश में दुर्लभ मृदा तत्वों (आरईई) और अन्य महत्वपूर्ण खनिजों के लिए खनिज गवेषण कार्यकलाप करता है। आरईई सहित महत्वपूर्ण खनिजों के लिए जीएसआई द्वारा शुरू की गई परियोजनाओं की वर्ष-वार कुल संख्या निम्नलिखित है:

कार्य सत्र	2021-22	2022-23	2023-24	2024-25	2025-26
खनिज गवेषण परियोजनाओं की कुल संख्या	251	319	360	435	462
महत्वपूर्ण और सामरिक खनिजों की कुल परियोजनाएं	118	123	127	195	230
आरईई की गवेषण परियोजनाओं की कुल संख्या	58	49	59	78	93

एमएमडीआर संशोधन अधिनियम, 2015 के बाद से, जीएसआई ने महाराष्ट्र सहित पूरे देश में एमएमडीआर संशोधन अधिनियम, 2023 की पहली अनुसूची के भाग घ में विनिर्दिष्ट आरईई, लिथियम, निकल, ग्रेफाइट, वैनेडियम, कोबाल्ट, टंगस्टन और अन्य महत्वपूर्ण एवं सामरिक खनिजों के लिए संसाधनों में वृद्धि की है, और वर्धित संसाधनों का ब्यौरा संलग्न **विवरण-I** में दिया गया है।

इसके अतिरिक्त, राष्ट्रीय खनिज खोज और विकास न्यास (एनएमईडीटी) ने देश में दुर्लभ मृदा तत्वों (आरईई) और अन्य महत्वपूर्ण खनिजों के लिए 177 खनिज गवेषण परियोजनाएं अनुमोदित की हैं, जिनमें महाराष्ट्र में 10 महत्वपूर्ण खनिज परियोजनाएं शामिल हैं। इन 177 परियोजनाओं में से, 72 परियोजनाएं पूरी की गई हैं, और जिन परियोजनाओं में संसाधनों में वृद्धि हुई है, उनका ब्यौरा संलग्न **विवरण-II** में दिया गया है।

(ग) और (घ) केंद्र सरकार ने जनवरी, 2025 में राष्ट्रीय महत्वपूर्ण खनिज मिशन (एनसीएमएम) शुरू किया है जिसका उद्देश्य महत्वपूर्ण खनिजों की दीर्घकालिक सतत आपूर्ति सुनिश्चित करना और देश की महत्वपूर्ण खनिज मूल्य श्रृंखलाओं, जिनमें खनिज गवेषण और खनन से लेकर एंड ऑफ लाइफ उत्पादों से पुनर्प्राप्ति के माध्यम से सज्जीकरण, प्रसंस्करण और पुनर्चक्रण तक सभी चरण शामिल हैं, को सुदृढ़ करना है। मौजूदा अवसंरचना का प्रयोग करते हुए एनसीएमएम के तहत खनिज प्रसंस्करण पार्क विकसित करने के लिए 500 करोड़ रुपये निर्धारित किए गए हैं।

(ड) पिछले तीन वित्त वर्षों अर्थात् वर्ष 2022-23 से 2024-25 तक, जीएसआई और एनएमईडीटी द्वारा खनिज गवेषण एवं मूल्य संवर्धन के लिए आवंटित और उपयोग की गई कुल निधियां

निम्नलिखित हैं:

एजेंसी	आवंटित निधियां	उपयोग की गई निधियां
जीएसआई	196.05 करोड़	195.72 करोड़
एनएमईटी	629.0 करोड़	310.0 करोड़

जम्मू और कश्मीर												6.5							
पंजाब					199.44														
कर्नाटक	13.11		0.033			3.28	0.03		0.19				2.21	0.48					
केरल			0.32				126.73		34.92				0.21					28.44	
महाराष्ट्र	76.6																		
मध्य प्रदेश				15	23.91			28.75	38.67										
नागालैंड													0.73						
ओडिशा				7.42					0.37				2.15						
राजस्थान	83.59	40.189			395.53					0.73	20.35	6.4		0.71	23	52.5			0.15
उत्तर प्रदेश	0.342				9.66		12.69	2.54	2.72										
तमिलनाडु	4.62		0.73	2.02		0.86				3.98									
तेलंगाना	10.85						85.21		53.13										
पश्चिम बंगाल	0.68																		
कुल	622	322	1	94	1542	104	336	113	379	4.7	21.7	12.9	5.3	1.8	23	52.5	0.7	28.44	3.5

विवरण-II

दुर्लभ मृदा तत्वों (आरईई) और अन्य महत्वपूर्ण खनिजों के लिए एनएमईडीटी द्वारा अनुमोदित और पूर्ण की गई खनिज गवेषण परियोजनाओं का ब्यौरा

क्र. सं.	वर्ष	ब्लॉक का नाम	खनिज पदार्थ	राज्य	संसाधन (मिलियन टन)
1	2016-17	नमक्कल ब्लॉक, जिला-नमक्कल, पेम्बलुर, तमिलनाडु	निकल (Ni), क्रोमियम (Cr) और मैग्नेसाइट	तमिलनाडु	60.35
2	2017-18	मोलेन-जोपी-जिफू और आस-पास का क्षेत्र, नागा हिल्स ओफियोलाइट, जिला- फेक, नागालैंड	मैग्नेटाइट और निकल-कोबाल्ट - क्रोमियम	नागालैंड	5.38
3	2017-18	लखासर ब्लॉक, जिला- बीकानेर, राजस्थान	पोटाश	राजस्थान	3294.38
4	2017-18	सोनराई रॉक फॉस्फेट निक्षेप, तहसील-मेहरौनी, जिला- ललितपुर, उत्तर प्रदेश	फॉस्फोराइट	उत्तर प्रदेश	16.89
5	2019-20	लखासर-सब बेसिन, राजस्थान का उत्तर-पश्चिमी भाग, जिला- बीकानेर, राजस्थान	पोटाश	राजस्थान	92.354
6	2020-21	राजस्थान के उत्तर-पश्चिमी भाग, भरुसारी नॉर्थ ब्लॉक (10 वर्ग कि.मी.) में पोटाश के लिए प्रारंभिक गवेषण (जी3 चरण), जिला: हनुमानगढ़, राजस्थान	पोटाश	राजस्थान	5.849
7	2020-21	ओडिशा के बलांगीर जिले के तामिया, रेंगाली, बाबजा और बियारपल्ली के पहले से खोजे गए जी2 मैंगनीज ब्लॉक में ग्रेफाइट संसाधन का मूल्यांकन	ग्रेफाइट	ओडिशा	1.447
8	2021-22	बलांगीर जिले के लारंभा-कनैताल एवं पुडापदार-भारतबहाल ब्लॉक में मैंगनीज अयस्क और ग्रेफाइट के लिए टोही सर्वेक्षण	मैंगनीज अयस्क और ग्रेफाइट	ओडिशा	2.03
9	2022-23	पहाड़ी कलां-गोरा कलां ब्लॉक, जिला ललितपुर में फॉस्फोराइट के लिए प्रारंभिक गवेषण	फॉस्फोराइट	उत्तर प्रदेश	19.08
10	2022-23	सलेपाली ब्लॉक, जिला बलांगीर में ग्रेफाइट और मैंगनीज के लिए प्रारंभिक गवेषण	ग्रेफाइट और मैंगनीज	ओडिशा	0.17
11	2022-23	पिंडरा एसडब्ल्यू एक्सटेंशन ब्लॉक (40.0 वर्ग कि.मी.), जिला: सतना, मध्य प्रदेश में ग्लौकोनाइटिक सैंडस्टोन के लिए टोही सर्वेक्षण (जी4)	पोटाश	मध्य प्रदेश	1918
12	2021-22	रंगपुरा ब्लॉक, जिला: हासन, कर्नाटक में पीजीई, निकल, कोबाल्ट और स्वर्ण के लिए टोही सर्वेक्षण	निकल, कोबाल्ट, पीजीई, स्वर्ण	कर्नाटक	0.76
13	2022-23	हरदाताल ब्लॉक (1.38 वर्ग कि.मी.) जिला: मैंगनीज और ग्रेफाइट	मैंगनीज और ग्रेफाइट	ओडिशा	0.94

		बलांगीर, ओडिशा में मैंगनीज के लिए प्रारंभिक गवेषण			
14	2022-23	थापेन और बाजारगढ़ ब्लॉक (116.49 वर्ग कि.मी.) जिला: कालाहांडी, ओडिशा में ग्रेफाइट के लिए टोही सर्वेक्षण (जी4)	ग्रेफाइट	ओडिशा	0.125
15	2022-23	कचलदरा ईस्ट ब्लॉक (5.60 वर्ग कि.मी.) जिला: झाबुआ, मध्य प्रदेश में फॉस्फोराइट के लिए प्रारंभिक गवेषण (जी3)	फॉस्फोराइट	मध्य प्रदेश	0.38
16	2022-23	लखासर ईस्ट ब्लॉक, लखासर-सब बेसिन, राजस्थान के उत्तर पश्चिमी भाग, जिला: बीकानेर, राजस्थान में पोटेश के लिए प्रारंभिक गवेषण (जी3) (ब्लॉक एरिया 7.16 वर्ग कि.मी.)	पोटाश	राजस्थान	24.76
17	2023-24	कर्नाटक के कोलार जिले के गनाचरपुरा ब्लॉक (33.60 वर्ग कि.मी.) में ग्रेफाइट के लिए टोही सर्वेक्षण (जी-4 चरण)	ग्रेफाइट	कर्नाटक	0.556
18	2023-24	ओडिशा के बलांगीर जिले के कनैताल ब्लॉक (4.26 वर्ग कि.मी.) में मैंगनीज और ग्रेफाइट के लिए प्रारंभिक गवेषण (जी-3 चरण)	मैंगनीज और ग्रेफाइट	ओडिशा	4.56
19	2020-21	राजस्थान के उत्तर पश्चिमी भाग, भरुसारी सब बेसिन, जिला- हनुमानगढ़, राजस्थान	पोटाश	राजस्थान	12.839
20	2022-23	ओडिशा के कालाहांडी जिले के लामेर-पंगा ब्लॉक (49.08 वर्ग कि.मी.) में ग्रेफाइट के लिए टोही सर्वेक्षण (जी4)	ग्रेफाइट	ओडिशा	2.034
21	2023-24	ओडिशा के बलांगीर जिले के लारंभा ब्लॉक (2.57 वर्ग किमी) में मैंगनीज और ग्रेफाइट के लिए प्रारंभिक गवेषण (जी-3 चरण)	मैंगनीज और ग्रेफाइट	ओडिशा	1.0
22	2023-24	सिसकारी पाट ब्लॉक (0.28 वर्ग कि.मी.) जिला – लोहरदगा, झारखंड में बॉक्साइट, टाइटेनियम और उससे संबद्ध खनिजों के लिए प्रारंभिक गवेषण (जी-3 चरण)	बॉक्साइट, टाइटेनियम और उससे संबद्ध खनिज	झारखंड	20.9
23	2023-24	डिंडो-बेलकुर्ता-बसेरा ब्लॉक, जिला: सरगुजा, छत्तीसगढ़ में ग्रेफाइट के लिए टोही सर्वेक्षण (जी-4 चरण)	ग्रेफाइट	छत्तीसगढ़	0.103
24	2023-24	धनकोवाली धानी (उत्तर) ब्लॉक (9.63 वर्ग कि.मी.), सतीपुरा सब बेसिन, हनुमानगढ़ जिला, राजस्थान में पोटेश के लिए प्रारंभिक गवेषण (जी-3)	पोटाश	राजस्थान	74.22
25	2023-24	निम्बली ब्लॉक (2.70 वर्ग कि.मी.), जैसलमेर	रॉक फॉस्फेट	राजस्थान	3.24

		ज़िला, राजस्थान में रॉक फॉस्फेट के लिए प्रारंभिक गवेषण (जी-3 चरण)			
26	2023-24	सिंधुदुर्ग जिला, महाराष्ट्र में तालाशिल ब्लॉक के समुद्र तट एवं रेत के टीलों में वैनैडियम और टाइटेनियम के लिए प्रारंभिक गवेषण (जी3)	टाइटेनियम और वैनैडियम	महाराष्ट्र	4.2115
27	2022-23	लामेर पंगा ग्रेफाइट ब्लॉक-बी (12.994 वर्ग किमी) कालाहांडी जिला ओडिशा में ग्रेफाइट के लिए प्रारंभिक गवेषण (जी3)	ग्रेफाइट	ओडिशा	1.304
28	2021-22	भारतबहाल ब्लॉक (2.00 वर्ग कि.मी.) जिला-बलांगीर, ओडिशा में मैंगनीज और ग्रेफाइट के लिए प्रारंभिक गवेषण (जी3)	मैंगनीज और ग्रेफाइट	ओडिशा	0.59
29	2022-23	लामेर-पंगा ब्लॉक ए (13.99 वर्ग कि.मी.) जिला: कालाहांडी, ओडिशा में ग्रेफाइट के लिए प्रारंभिक गवेषण (जी3),	ग्रेफाइट	ओडिशा	3.098
30	2023-24	कनापुलिसी ग्रेफाइट ब्लॉक (98.3 वर्ग कि.मी.), रायगडा जिला, ओडिशा के लिए टोही सर्वेक्षण (जी4 चरण)	ग्रेफाइट	ओडिशा	0.176
31	2022-23	नारिंगपंगा ब्लॉक (दक्षिण एवं पश्चिम) (0.143 वर्ग कि.मी.) ब्लॉक जिला: रायगडा, ओडिशा के आसपास ग्रेफाइट के लिए प्रारंभिक गवेषण (जी3),	ग्रेफाइट	ओडिशा	0.41343
32	2023-24	गुजरात के नवासारी और वलसाड जिलों में दांडी-ओंजल-सुरवाड़ा ब्लॉक में वैनैडियम और टाइटेनियम के लिए प्रारंभिक गवेषण (जी3)	वैनैडियम और टाइटेनियम	गुजरात	12.817
33	2023-24	रानीबंध ब्लॉक, बांकुरा जिला, पश्चिम बंगाल में ग्रेफाइट के लिए टोही सर्वेक्षण (जी4 चरण)	ग्रेफाइट	पश्चिम बंगाल	1.38
34	2024-25	छत्तीसगढ़ के बालोद जिले के परसदा-नवापारा-गुरु क्षेत्र (146.27 वर्ग कि.मी.) में ग्लौकोनाइटिक सैंडस्टोन के लिए टोही सर्वेक्षण (जी-4)	ग्लौकोनाइट	छत्तीसगढ़	104.53
35	2024-25	कर्नाटक के उत्तर कन्नड़ जिले के मुंडल्ली ब्लॉक (4.754 वर्ग कि.मी.) में वैनैडियम और गैलियम युक्त एल्युमिनस लेटराइट का प्रारंभिक गवेषण	एल्युमिनस लेटराइट और उससे संबद्ध तत्व	कर्नाटक	54.263

पीएम-एसजीएमबीवाई के अंतर्गत डिस्कॉम को राजसहायता

599. श्रीमती रुचि वीरा:

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

(क) क्या सरकार का विचार प्रधानमंत्री सूर्य घर मुफ्त बिजली योजना (पीएम-एसजीएमबीवाई) के अंतर्गत लाभार्थियों को सीधे प्रतिपूर्ति करने के बजाय डिस्कॉम के माध्यम से राज्य सरकारों को सब्सिडी देने का है, ताकि उपभोक्ता परिसरों में रूफटॉप सौर संयंत्रों की स्थापना को सुगम बनाया जा सके और सौर ऊर्जा का व्यापक उपयोग सुनिश्चित किया जा सके;

(ख) यदि हाँ, तो डिस्कॉम के ज़रिए सब्सिडी बांटने के लिए प्रस्तावित प्रक्रिया का ब्यौरा क्या है और इसे लागू करने की समय-सीमा क्या है; और

(ग) उत्तर प्रदेश जैसे सौर-समृद्ध राज्यों में पीएम-एसजीएमबीवाई के अंतर्गत निर्धारित लक्ष्य को पूरा करने के लिए सरकार क्या कदम उठा रही है?

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

(क) और (ख) वर्तमान में पीएम सूर्य घर: मुफ्त बिजली योजना (पीएमएसजी: एमबीवाई) के तहत आवासीय उपभोक्ताओं के परिसरों में रूफटॉप सौर संयंत्रों की स्थापना के लिए राज्य सरकारों को सब्सिडी देने का कोई प्रस्ताव नहीं है।

(ग) नवीन और नवीकरणीय ऊर्जा मंत्रालय ने उत्तर प्रदेश जैसे सौर ऊर्जा संपन्न राज्यों सहित पूरे देश में योजना के लक्ष्यों की प्राप्ति सुनिश्चित करने के लिए 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 अर्थात् वर्तमान के लिए 6% 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।
- रेस्को/यूटिलिटी आधारित एग्रीगेशन (यूएलए) मॉडल शामिल किए गए हैं।
- 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 जा रही हैं।
- 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।

OVERCROWDING IN NON-AC COACHES

600. SHRI ZIA UR REHMAN:

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

- (a) whether the Government subscribes to the view that the Railways needs to address overcrowding, particularly in non-air-conditioned coaches on busy routes;
- (b) if so, the details of the steps taken/proposed to be taken by the Government in this regard and if not, the reasons therefor; and
- (c) the initiatives taken/being taken by the Government to accelerate the

implementation of the Kavach Automatic Train Protection System in a structured mission mode?

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) have significantly increased the facilities for passengers demanding general/sleeper class travel. During the last financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains.

To cater to the travel demand of the low and middle income families, Indian Railways have taken up 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)	~57,200	~70%
AC coaches	~25,000	~30%
Total coaches	~82,200	100%

Due to higher availability of general coaches, the number of passengers traveling in general/ unreserved coaches has shown an increasing trend as shown below:

Passengers in general/unreserved coaches:

Year	Nos. of Passengers
2020-21	99 Cr (Covid year)
2021-22	275 Cr (Covid year)
2022-23	553 Cr
2023-24	609 Cr
2024-25	651 Cr

The number of seats available for non-AC passengers has also increased. The current composition is as follows:

Distribution of seats:

Non-AC seats	~ 54 lakhs	~ 78%
AC seats	~ 15 lakhs	~ 22%
Total	~ 69 lakhs	100%

Moreover, to provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class & Sleeper class non- AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches.

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. As on 3.11.2025, 30 services are already in operation. The present composition of Amrit Bharat consists of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry car and 02 Luggage cum Divyangjan coaches.

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

- Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.
- Jerk Free Semi-Automatic Couplers.
- Improved Crashworthiness in coaches by provision of crash tube.
- Provision of CCTV system in all coaches and Luggage room.
- Improved designs of toilets.
- Improved design of Ladder for ease of climbing on to the berth.
- Improved LED Light fitting & Charging Sockets.
- Provision of EP assisted braking system.
- Aerosol based fire suppression system in toilets and electrical cubicles.
- USB Type-A and Type-C mobile charging sockets.
- Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
- Non-AC pantry with enhanced heating capacity.

- Fully sealed gangways with quick release mechanism for easy attachment and detachment.

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. By introducing Amrit Bharat Express trains, manufacturing of MEMU trains, and by executing a special manufacturing programme for 17,000 non-AC general/sleeper coaches, Indian Railways is committed to effectively cater to the travel demand of the low and middle income families who prefer to travel by Railways as an affordable means of transportation.

Kavach Automatic Train Protection (ATP) System:

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 738 Route km on Palwal – Mathura- Nagda section (633 Rkm) on Delhi – Mumbai route and Howrah–Bardhaman section (105 Rkm) Delhi – Howrah route. Kavach implementation has been taken up in balance sections of

Delhi – Mumbai & Delhi – Howrah corridors.

10. Progress of key items of Kavach on High density routes including Delhi–Mumbai & Delhi– Howrah corridors are as under:

SN	Item	Progress
i	Laying of Optical Fibre Cable	7129 Km
ii	Installation of Telecom Towers	860 nos
iii	Provision of Kavach at Stations	549 nos
iv	Installation of Track side equipment	2674 RKm
v	Provision of Kavach on Locos	4,154

11. Further, track side Kavach implementation work has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.

12. Bids have been invited for equipping another 9,069 locomotives with Kavach version 4.0. Kavach is being provided progressively in a phased manner in locomotives.

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 40,000 technicians, operators and engineers have been trained on Kavach technology. This includes 30,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISSET.

14. The cost for provision of Track Side including Station equipment of Kavach

is approximately Rs. 50 Lakhs/Km and cost for provision of Kavach equipment on locomotives is approximately Rs. 80 Lakh/Loco.

15. The funds utilized on Kavach works so far up to June'25 is Rs. 2,015 Crores. The allocation of funds during the year 2025-26 is Rs. 1673.19 Crores. Requisite funds are made available as per the progress of works.

COAL MINING DEVELOPMENT AND PRODUCTION AGREEMENTS

601. SHRI KRIPANATH MALLAH:

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

- (a) the expected economic impacts of the recently executed coal mining development and production agreements for the Machhakata, Kudanali Lubri and Sakhigopal-B Kakurhi coal mines in Odisha; and
- (b) the manner in which these agreements contribute to the Government's goal of achieving Atmanirbharta in the coal sector?

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

- (a) On 05.09.2024, Machhakata (Revised), Kudanali Lubri and Sakhigopal-B Kakurhi coal mines have been successfully allocated to NLC India Limited, Gujarat Mineral Development Corporation Limited(GMDC) and Tamil Nadu Generation and Distribution Corporation (TANGEDCO), respectively.

Kudanali Lubri and Sakhigopal-B Kakurhi are partially explored blocks, while Machhakata(Revised) coal block is fully explored having reserve of 1525 MT and PRC of 30 MTPA which is expected to generate Annual Revenue of

~Rs. 2,991 crores and estimated investment of ~Rs. 4,500 crores upon operationalization.

(b) The peak-rated capacity of the Machhakata (Revised) coal mine is 30 MTPA while the other two mines are Partially Explored coal mines. Once operational, these mines are expected to reduce the import of coal by the country, substituting it with the domestically produced coal.

PLATFORM RELATED WORKS IN BHAGALPUR DISTRICT

602. SHRI AJAY KUMAR MANDAL:

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

- (a) the details of Railway Station Platform related works in Bhagalpur district of Bihar which are planned, in progress and its commissioning target for the current year, division and section-wise;
- (b) the details of construction of new platforms, digital clocks with GPS sync, coach guidance display boards, coaches, summary display boards, public announcement system, CCTV deployment, Wi-Fi, escalator, drinking water facilities and washroom facilities; and
- (c) the details of special arrangements made for women and specially challenged people?

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

- (a) to (c) Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations. So far, 1337 stations including 98 stations located in

the state of Bihar have been identified for redevelopment under Amrit Bharat Station Scheme. These include Bhagalpur, Naugachia, Shivnarayanpur, Sabaur, Pirpainti, Kahalgaon and Sultanganj railway stations in Bhagalpur District. Presently work of 105 stations have been completed and commissioned.

Names of these stations are as following:-

Ambikapur, Amgaon, Ayodhya Dham, Bagalkot, Baijnath Paprola, Balrampur, Bareilly City, Begumpet, Bhanupratappur, Bhilai, Bijnor, Bundi, Chanda Fort, Chidambaram, Chinchpokli, Chirayinkeezh, Cuttack, Dakor, Derol, Deshnoke, Devlali, Dharwad, Dhule, Dongargarh, Fatehabad, Fatehpur Shekhawati, Gadag, Gogameri, Gokak Road, Gola Gokarnath, Gomti Nagar, Govardhan, Govind Garh, Govindpuri, Govindpur Road, Haibargaon, Hathras City, Hapa, Idgah Agra Jn., Izzatnagar, Jam Jodhpur, Jam Wanthali, Joychandi Pahar, Kalyani Ghoshpara, Kanalus Jn., Karamsad, Karimnagar, Katni South, Kedgaon, Kosamba Jn., Kulitturai, Lasalgaon, Limbdi, Lonand Jn., Mahe, Mahuva, Mailani, Mandal Garh, MandawarMahwa Road, Mandi Dabwali, Mannargudi, Matunga, Mithapur, Morbi, Munirabad, Murtizapur Jn., Narmadapuram (Hoshangabad), Netaji Subhash Chandra Bose Itwari Junction, Okha, Orchha, Palitana, Panagarh, Parel, Pirpainti, Pokhrayan, Polur, Rajgarh, Rajmahal, Rajula Jn., Ramghat Halt, Saharanpur Jn., Samakhiyali, Samalpatti, Sankarpur, Savda, Seoni, Shahad, Shajapur, Shridham, Siddharth Nagar, Sihor Jn., Srirangam, St.Thomas Mount, Sullurpeta, Suraimanpur, Swaminarayan Chappia, Thawe, Tiruvannamalai, Ujhani, Urkura, Utran, Vadakara, Vadala Road,

Vriddhachalam Jn., Warangal.

Further, development works at railway stations under Amrit Bharat Station Scheme in the state of Bihar have been taken up at a good pace and progress of some of the stations is as given below:

At Naugachia, works of foundation of new second entry station building and foundation of PF shelter is completed. Work of basement of second entry station building, circulating area development on 2nd entry, improvement to drainage on second entry, work of foundation of 12 m wide FOB is taken up.

At Shivnarayanpur, the works of improvement to station building, concourse area, improvement to waiting hall, provision of coach and train indication boards, visual display boards, signages, improvement of circulating area and Pay & Use toilet have been completed. The works of construction of new foot over bridge has been taken up.

At Sabaur, the works of improvement of waiting halls, provision of coach and train indication board, visual display boards and signage have been completed. The works of improvement to station building and improvement of circulating area have been taken up.

At Kahalgaon, the works of improvement to waiting hall, construction of new pay & use toilet, provision of signages, improvement to station building including portico, concourse area, improvement to circulating area, installation of visual display boards have been completed. The works of construction of new foot over bridge have been taken up.

At Sultanganj, the works of improvement to waiting hall, construction of

new pay & use toilet, provision of signages, improvement to station building including portico, improvement to circulating area, concourse area and installation of visual display boards have been completed. The works for construction of new foot over bridge has been taken up.

Master planning for development of Bhagalpur railway station under Amrit Bharat Station Scheme has been taken up. This is an iterative process requiring optimization and the time frame for such optimization cannot be indicated at this stage.

The 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 amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, 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.

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.

Development/upgradation 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/upgradation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

Development / upgradation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 ‘Customer Amenities’. The details of allocation under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station-wise or State-wise. Bhagalpur district falls under the jurisdiction of East Central Railway and Eastern Railways for which a total allocation of Rs 942 crores (Budget Estimate) has been made for the financial year 2025-26 under Plan Head-53.

Further, development/redevelopment/upgradation of Railway Stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brown field related challenges such as shifting of utilities, (involving water/sewage lines, optical fiber cables, gas pipe lines, power/signal cables etc.,) infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of high voltage power lines etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

CHENNAI-MAHABALIPURAM-CUDDALORE RAILWAY LINE

603. DR. M. K. VISHNU PRASAD:

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

- (a) the present status of new railway line from Chennai to Cuddalore via Mahabalipuram;
- (b) the details of fund allotted and survey taken for the said project;
- (c) whether the Government is aware that this Chennai-Cuddalore new railway line via Mahabalipuram will be a profitable line as it will be connecting the IT Hub of Chennai with the Southern Tamil Nadu and if so, the details thereof; and
- (d) whether the said proposal will be taken up in the coming year 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) Chennai - Cuddalore via Mamallapuram, Marakkanam, Puducherry (179 Km) new line project was included in Budget 2008-09. Government of Puducherry had requested for change in alignment towards Northern and Southern side of Villupuram – Puducherry existing line as well as doubling of track between Puducherry and Cuddalore. State Government was requested to bear additional Cost due to above revision in alignment and doubling of tracks. However, the State Govt. has shown their inability to bear additional cost of the project.

Tamil Nadu

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

Period	Outlay
2009-14	₹879 crore/year
2025-26	₹ 6,626 crore (more than 7.5 times)

As on 01.04.2025, 15 projects (9 New Line, 03 Gauge Conversion and 03 Doubling) of 1,700 Km length, costing ₹22,808 Crore, falling fully/partly in the State of Tamil Nadu, are sanctioned, out of which 665 Km length has been commissioned and an expenditure of ₹7,591 Crore has been incurred upto

March' 2025. The summary is as under:

Category	No. of sanctioned projects	Total Length (in Km)	Length Commissioned upto Mar'25 (in Km)	Expenditure upto Mar' 25 (₹ in Cr.)
New Line	9	812	24	1,337
Gauge Conversion	3	748	604	3,471
Doubling /Multitracking	3	140	37	2,783
Total	15	1,700	665	7,591

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

S.N.	Project	Cost (₹ in Crores)
1	Dindigal-Palani-Pollachi Gauge Conversion (121 Km)	610
2	Pollachi-Palghat Gauge Conversion (56 Km)	350
3	Pollachi-Podhanur Gauge Conversion (40 Km)	400
4	Quilon-Tirunelveli-Tiruchendur Gauge Conversion (357 Km)	1,122
5	Mayiladuturai - Thiruvavarur - Karaikkudi Gauge Conversion (187 Km)	1,338
6	Madurai-Bodiyakannur Gauge Conversion (90 Km)	593
7	Chengalpattu-Villupuram Doubling (102 Km)	670
8	Tiruvallur-Arakkonam 4th line (27 Km)	83
9	Chennai Central-Basin Bridge Doubling (2 Km)	31
10	Thanjavur-Ponmalai Doubling (48 Km)	370
11	Villupuram-Dindigul Doubling (273 Km)	2,000
12	Chennai Beach-Korukkupet 3rd line (5 Km)	168
13	Chennai Beach-Attipattu 4th line (22 Km)	293
14	Omalur-Metturdam Patch Doubling (29 Km)	327
15	Chengalpattu - Villupuram and Tambaram-Chengalpattu-3rd line (133 Km)	1,122

16	Salem-Magnesite Junction-Omalur Doubling (11 Km)	115
17	Madurai- Maniyachi-Tuticorin Doubling (160 Km)	1,891
18	Maniyachi-Nagercoil Doubling (102 Km)	1,752
19	Chennai Beach-Chennai Egmore Doubling (4 Km)	272
20	Karaikal-Peralam New line (23 Km)	373
21	Northern End Port connectivity to Karaikal Port (1 Km)	18

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

S.N	Project	Cost (₹ in Crores)
1	Tindivanam-Nagari new line (184 Km)	3,631
2	Morappur-Dharmapuri new line (36 Km)	359
3	Nagapattinam-Tiruturaipundi new line (43 Km)	742
4	Trivandrum-Kanyakumari Doubling (87 Km)	3,785
5	Arakkonam yard 3rd & 4th line (6 Km)	98

In last three years i.e. 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 28 surveys (05 New Line and 23 Doubling) covering a total length of 2,493 Km has been sanctioned falling fully/partly in the State of Tamil Nadu.

Execution of important infrastructure projects falling fully/partly in the State of Tamil Nadu are held up due to delay in land acquisition. Status of land acquisition in Tamil Nadu is as under:

Total Land required for Projects in Tamil Nadu	4,326 Ha
Land Acquired	1,052 Ha (24%)
Balance Land to be acquired	3,274 Ha (76%)

Support of the Government of Tamil Nadu is needed to expedite the land

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

SN	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1.	Tindivanam-Tiruvannamalai new line (71 Km)	276	33	243
2.	Attiputtu-Puttur new line (88 Km)	189	0	189
3.	Morappur-Dharmapuri new line (36 Km)	92	45	47
4.	Mannargudi-Pattukkottai new line (41 Km)	196	0	196
5.	Thanjavur-Pattukottai new line (52 Km)	152	0	152

Further, 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 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.

डेरा बाबा नानक रेल स्टेशन का पुनर्विकास

604. श्री सुखजिंदर सिंह रंधावा:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का विचार ऐतिहासिक डेरा बाबा नानक रेलवे स्टेशन का पुनर्विकास करने का है;

- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं; और
- (ग) क्या सरकार को इस संबंध में किसी जन प्रतिनिधि से कोई सुझाव/प्रस्ताव प्राप्त हुआ है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस संबंध में सरकार द्वारा क्या कदम उठाए जाने की संभावना है?

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

(क) से (ग) डेरा बाबा नानक स्टेशन पर टिकट काउंटर, प्लेटफॉर्म शेल्टर, बैठने की व्यवस्था, पीने के पानी के नल, मूत्रालय, शौचालय, प्रतीक्षालय, बैठने की व्यवस्था और ऊपरी पैदल पार पुल की सुविधाएं उपलब्ध हैं। अतिरिक्त प्लेटफॉर्म शेल्टर, दिव्यांगजन शौचालय और पेयजल बूथ के निर्माण कार्य शुरू कर दिए हैं।

इसके अतिरिक्त, भारतीय रेल में स्टेशनों के विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण के कार्य सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्यों को पारस्परिक प्राथमिकता और धन की उपलब्धता के अध्यधीन आवश्यकतानुसार 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।

देश भर में रेल संबंधी परियोजनाओं/कार्यों के लिए राज्य सरकारों, संसद सदस्यों, केन्द्रीय मंत्रालयों, निर्वाचित जनप्रतिनिधियों, रेलवे की अपनी आवश्यकताओं, संगठनों/रेल उपयोगकर्ताओं आदि से रेलवे बोर्ड, क्षेत्रीय रेलवे, मंडल कार्यालय आदि सहित विभिन्न स्तरों पर औपचारिक और अनौपचारिक दोनों तरह के प्रस्ताव/अनुरोध/सुझाव/अभ्यावेदन प्राप्त होते हैं। ऐसे प्रस्तावों/शिकायतों/सुझावों/अभ्यावेदनों का प्राप्त होना सतत और गतिशील प्रक्रिया है, इनकी जाँच की जाती है और समय-समय पर व्यवहार्य और उचित पाए जाने पर कार्रवाई की जाती है, ऐसे अनुरोधों का केंद्रीकृत सार संग्रह नहीं रखा जाता है।

रेल मंत्रालय ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास के लिए अमृत भारत

स्टेशन योजना शुरू की है। इस योजना में स्टेशनों को बेहतर बनाने के लिए मास्टर प्लान तैयार करना और चरणबद्ध तरीके से उनका क्रियान्वयन करना शामिल है। मास्टर प्लानिंग में निम्नलिखित शामिल हैं:

- स्टेशन तक पहुँच और परिचलन क्षेत्रों में सुधार
- शहर के दोनों ओर स्टेशन का एकीकरण
- स्टेशन भवन में सुधार
- प्रतीक्षालय, शौचालय, बैठक व्यवस्था और पेयजल-बूथों में सुधार
- यात्री यातायात के अनुरूप चौड़े पैदल पार पुल/एयर कॉन्कोर्स का प्रावधान
- लिफ्ट/एस्केलेटर/रैंप का प्रावधान
- प्लेटफॉर्म की सतह में सुधार/प्रावधान और प्लेटफॉर्म को ऊपर से कवर करना
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के जरिए स्थानीय उत्पादों के लिए कियोस्क का प्रावधान
- पार्किंग क्षेत्र, मल्टीमोडल एकीकरण
- दिव्यांगजनों के लिए सुविधाएँ
- बेहतर यात्री सूचना प्रणाली
- प्रत्येक स्टेशन पर आवश्यकता को ध्यान में रखते हुए एग्जीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए निर्दिष्ट स्थान, लैंडस्केपिंग आदि का प्रावधान

इस योजना में आवश्यकतानुसार, चरणबद्ध एवं व्यवहार्य रूप से दीर्घकालिक और पर्यावरण अनुकूल समाधान, गिड्री रहित पटरियों की व्यवस्था आदि और दीर्घावधि में स्टेशन पर सिटी सेन्टरों के निर्माण की भी परिकल्पना की गई है।

अभी तक, इस योजना के अंतर्गत विकसित करने हेतु 1337 स्टेशनों को चिह्नित किया गया है,

जिनमें से 30 स्टेशन पंजाब राज्य में स्थित हैं। पंजाब राज्य में अमृत भारत स्टेशन योजना के अंतर्गत विकसित करने हेतु चिह्नित स्टेशनों के नाम निम्नानुसार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
पंजाब	30	अबोहर, अमृतसर, आनंदपुर साहिब, ब्यास, बठिंडा जंक्शन, ढंडारी कलां, धुरी, फाजिल्का, फिरोजपुर कैंट, गुरदासपुर, होशियारपुर, जालंधर कैंट जंक्शन, जालंधर सिटी जंक्शन, कपूरथला, कोटकपुरा जंक्शन, लुधियाना जंक्शन, मालेरकोटला, मानसा, मोगा, मुक्तसर, नांगल डैम, पठानकोट कैंट, पठानकोट जंक्शन, पटियाला, फगवाड़ा जंक्शन, फिल्लौर जंक्शन, रूप नगर, साहिबजादा अजीत सिंह नगर मोहाली, संगरूर, सरहिंद

पंजाब राज्य में अमृत भारत स्टेशन योजना के तहत रेलवे स्टेशनों पर विकास कार्य अच्छी गति से शुरू किए गए हैं और उक्त कुछ स्टेशनों की प्रगति निम्नलिखित है:

- गुरदासपुर स्टेशन: प्रवेश प्रांगण, स्टेशन भवन में सुधार, प्रतीक्षालय, शौचालय, प्रवेश रैंप और पार्किंग क्षेत्र का कार्य पूरा कर लिया गया है। प्लेटफॉर्म शेल्टर, प्लेटफॉर्म की सतह निर्माण, परिचलन क्षेत्र और पहुँच सड़क का काम शुरू किया गया है।
- आनंदपुर साहिब स्टेशन: स्टेशन भवन, परिचलन क्षेत्र, पार्किंग क्षेत्र, प्रतीक्षालय में सुधार, नया प्रतीक्षालय, कार्यकारी लाउंज, शौचालय, प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह, लिफ्ट और 12 मीटर का ऊपरी पैदल पार पुल का सुधार कार्य पूरा कर लिया गया है। फिनिशिंग कार्य शुरू कर दिए गए हैं।
- साहिबजादा अजीत सिंह मोहाली स्टेशन: स्टेशन भवन, परिचलन क्षेत्र, पार्किंग क्षेत्र, प्लेटफॉर्म सतह, शौचालय, कोच संकेत बोर्ड, ट्रेन संकेत बोर्ड, साइनबोर्ड और 12 मीटर ऊपरी पैदल पार पुल के सुधार के कार्य पूरे हो चुके हैं। फिनिशिंग कार्य शुरू कर दिए गए हैं।

- मुक्तसर स्टेशन: स्टेशन भवन, परिचलन क्षेत्र, पार्किंग क्षेत्र, प्रतीक्षालय, शौचालय, दूसरे नए प्रवेश बुकिंग कार्यालय, प्लेटफार्म शेल्टर, प्लेटफार्म सतह और 12 मीटर ऊपरी पैदल पार पुल के सुधार कार्य पूरे हो चुके हैं। फिनिशिंग कार्य शुरू कर दिए गए हैं।

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

हिसार में दूरसंचार सेवा और नेटवर्क कवरेज

605. श्री जय प्रकाश:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को इस तथ्य की जानकारी है कि हरियाणा के हिसार लोक सभा निर्वाचन क्षेत्र के ग्रामीण और दूरदराज के क्षेत्रों में दूरसंचार सेवाओं और नेटवर्क कवरेज की गुणवत्ता में सुधार की आवश्यकता है;

(ख) यदि हां, तो क्या सरकार द्वारा इस क्षेत्र में भारतनेट परियोजना, 4जी/5जी विस्तार, सार्वजनिक वाई-फाई हॉटस्पॉट योजना और टावर स्थापना जैसी योजनाओं के अंतर्गत कोई विशेष पहल की गई है;

(ग) क्या सरकार ने ग्रामीण इलाकों में इंटरनेट कनेक्टिविटी बढ़ाने और डिजिटल सेवाओं को सुगम

बनाने के लिए कोई नई परियोजना आरंभ की है; और

(घ) यदि हां, तो योजनाओं और पहलों का ब्यौरा क्या है, विशेष रूप से हिसार लोक सभा निर्वाचन क्षेत्र में जिला-वार उनके कार्यान्वयन की वर्तमान स्थिति क्या है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) अक्टूबर, 2025 तक, हिसार लोक सभा निर्वाचन क्षेत्र (हिसार, भिवानी और जींद जिलों के कुछ भागों सहित) में सभी गांव (भारत के महापंजीयक के आंकड़ों के अनुसार) 4जी मोबाइल कनेक्टिविटी से कवर किए गए हैं।

(ख) से (घ) सरकार भारतनेट परियोजना को चरणबद्ध रूप से लागू कर रही है, जिसका उद्देश्य देश भर में सभी ग्राम पंचायतों (जीपी) और ग्राम पंचायतों (जीपी) के अलावा गांवों में मांग के आधार पर ब्रॉडबैंड कनेक्टिविटी उपलब्ध कराना है। भारतनेट परियोजना के तहत हरियाणा राज्य में सेवा प्रदान करने के लिए तैयार ग्राम पंचायतों (जीपी) की जिला-वार संख्या संलग्न **विवरण** में दी गई है।

विवरण

भारतनेट परियोजना के तहत हरियाणा राज्य में सेवा प्रदान करने के लिए तैयार ग्राम पंचायतों (जीपी) की जिला-वार संख्या:

जिला	भारतनेट के तहत सेवा प्रदान करने के लिए तैयार जीपी
अम्बाला	405
भिवानी	297
चरखी दादरी	163
फरीदाबाद	111
फतेहाबाद	246
गुरुग्राम	210
हिसार	305
झज्जर	250
जींद	299

कैथल	272
करनाल	372
कुरुक्षेत्र	382
महेंद्रगढ़	342
नूह	317
पलवल	236
पंचकूला	122
पानीपत	168
रेवाड़ी	350
रोहतक	139
सिरसा	334
सोनीपत	323
यमुनानगर	439
कुल	6082

अल्पसंख्यक समुदायों के छात्रों के लिए छात्रवृत्ति योजनाएँ

606. श्री अमरा राम:

क्या अल्पसंख्यक कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) अल्पसंख्यक समुदाय के विद्यार्थियों के लिए छात्रवृत्ति किस वर्ष से बंद कर दी गई है तथा इसके क्या कारण हैं;

(ख) क्या सरकार का विचार इसे इस वर्ष से फिर से शुरू करने का है; और

(ग) यदि हां, तो इसे कब तक शुरू किये जाने की संभावना है और यदि नहीं, तो इसके क्या कारण हैं?

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरेन रिजिजू):

(क) अल्पसंख्यक कार्य मंत्रालय ने 6 अधिसूचित धार्मिक अल्पसंख्यक समुदायों के लिए मैट्रिक-पूर्व, मैट्रिकोत्तर, मेरिट-सह-साधन आधारित छात्रवृत्ति योजनाओं को लागू किया है।

छात्रवृत्ति योजनाओं के अंतर्गत निधि के गबन को ध्यान में रखते हुए, मंत्रालय ने राष्ट्रीय छात्रवृत्ति पोर्टल द्वारा दर्शाए गए रेड-फ्लैग्स के आधार पर जांच एजेंसी और राज्यों/संघ राज्य क्षेत्रों से संदिग्ध संस्थानों के सत्यापन और दोषियों के विरुद्ध दंडात्मक कार्यवाही करने के लिए अनुरोध किया। इन योजनाओं को वर्ष 2021-22 के बाद लागू करने के लिए मंजूरी नहीं दी गई है।

(ख) और (ग) मंत्रालय 16वें वित्त आयोग चक्र के लिए छात्रवृत्ति योजनाओं हेतु ईएफसी की मंजूरी प्राप्त करने की प्रक्रिया में है।

मौसम विज्ञान, भूकंपीय और जलवायु निगरानी प्रणाली को मजबूत करना

607. श्री कंवर सिंह तंवर:

क्या पृथ्वी विज्ञान मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का विचार आपदा तैयारी और मौसम पूर्वानुमान में सुधार लाने के लिए उत्तर प्रदेश के अमरोहा जिले में मौसम विज्ञान, भूकंपीय और जलवायु निगरानी प्रणाली को मजबूत करने का है;

(ख) यदि हाँ, तो उस जिले में बनाए गए निगरानी स्टेशनों, प्रयोग की गई प्रौद्योगिकी और प्राप्त परिणामों का ब्यौरा क्या है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

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

(क) और (ख) जी हाँ। पृथ्वी विज्ञान मंत्रालय आपदा से बचाव हेतु तैयारी को मजबूत करने और मौसम पूर्वानुमान में सुधार करने के लिए उत्तर प्रदेश के अमरोहा जिले समेत पूरे भारत में मौसम विज्ञान, भूकंपीय और जलवायु -निगरानी संबंधी विभिन्न प्रणालियों को लगातार अपग्रेड और मजबूत कर रहा है।

इस समय जिले में कुल 24 वर्षा प्रेक्षण स्टेशन प्रचालनरत है। जिनमें से 19 स्टेशनों पर तापमान

और आर्द्रता सेंसर लगे हैं और पांच पर विंड सेंसर लगे हैं। अभी देश भर में 169 भूकंपीय स्टेशन प्रचालनरत है, जिनमें से 15 उत्तर प्रदेश में हैं। इनमें से चार वेधशाला ठाकुरद्वारा, ऊंचागांव, हापुड़ और मेरठ, अमरोहा के आस-पास स्थित हैं।

(ग) प्रश्न नहीं उठता।

5G ROLLOUT COVERAGE IN WARANGAL TOWERS

608. DR. KADIYAM KAVYA:

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

- (a) the 5G rollout coverage in Warangal towers;
- (b) the post office services digitized under IPPB;
- (c) the digital literacy missions under PMGDISHA; and
- (d) the cybersecurity awareness via CERT-In?

**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 31.10.2025, Telecom Service Providers (TSPs) have installed 209 numbers of 5G Base Transceiver Stations (BTSs) in Warangal district.
- (b) Department of Posts (DoP) has set up India Post Payments Bank (IPPB), which has enabled more than 1.64 lakh Post Offices to provide Banking services at the last mile. DoP through IPPB has expanded its financial services, which includes Account opening, Domestic Money Transfer services, Aadhaar Enabled Payment System (AePS), Digital Life Certificate (DLC), Online Payments to Postal Savings Schemes and Postal Life Insurance (PLI), Insurance services through third party and Credit Referral facility.

(c) The Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA) was initiated to reach digital literacy in 6 crore rural households (one person per household) nationwide including the State of Telangana. As against 6 crore, 6.39 crore individuals were trained across the country. The Scheme was implemented by CSC e-Governance Services India Limited through 4.39 Lakh Common Service Centres spread across 2.52 Lakh Gram Panchayats in the country. The training & certification under the PMGDISHA Scheme has been officially concluded on 31.03.2024.

Under the Scheme, in the State of Telangana, more than 14.56 lakh candidates from the rural households were enrolled, and more than 12.10 lakh candidates were trained. In the Warangal District of Telangana, a total of 49,600 candidates were enrolled and a total of 43,382 candidates were trained under the PMGDISHA Scheme.

(d) The Indian Computer Emergency Response Team (CERT-In) has taken following measures to enhance awareness among users and organisations regarding safe usage of digital technologies:

- i) CERT-In issues alerts and advisories regarding latest cyber threats/vulnerabilities and countermeasures to protect computers, mobile phones, networks and data on an ongoing basis. It regularly shares safety and security tips, awareness posters, info-graphics, booklets and videos through its official websites and social media handles.
- ii) CERT-In conducts cyber security trainings for IT/ cyber security professionals of Government, public and private sector organizations.

- iii) Cyber Swachhta Kendra (CSK) is a citizen-centric service provided by CERT-In, which extends the vision of Swachh Bharat to the cyber space.
- iv) CERT-In is observing the Cyber Security Awareness Month (NCSAM) during October of every year, Safer Internet Day on 1st Tuesday of February Month every year, Swachhta Pakhwada from 1 to 15 February of every year and Cyber Jagrookta Diwas (CJD) on 1st Wednesday of every month by organising various events and activities for citizens as well as the technical cyber community in India.

DAVP ADVERTISEMENTS TO NEWSPAPERS AND NEWS CHANNELS IN WEST BENGAL

609. SHRI JAGANNATH SARKAR:

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

- (a) the total amount of Directorate of Advertising and Visual Publicity (DAVP) advertisements released to newspapers and news channels based in West Bengal during each of the last three financial years, media-wise;
- (b) the list of newspapers and news channels in West Bengal that received DAVP advertisements during the said period along with the quantum of funds allocated thereto;
- (c) whether small and regional newspapers including those in Bengali language have received proportionate advertisement support compared to larger national dailies and channels and if so, the details thereof;
- (d) the criteria adopted by DAVP/Central Bureau of Communication (CBC) for

distribution of advertisements among West Bengal media houses; and

(e) the steps being taken by the Government to ensure fair, transparent and equitable allocation of advertisement funds to regional and local newspapers and channels in West Bengal?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (e) The Central Bureau of Communication (CBC) issues advertisements on behalf of various Ministries/Departments related to schemes/programmes and other initiatives of the Government of India.

The advertisements related to newspapers are issued as per the Print Media Advertisement Policy, and to news channels as per the Audio Visual Policy guidelines. The advertisement are released as per the requirements of the client ministries/departments and the target audience of the campaigns.

The advertisement policies/guidelines, details of the expenditure incurred and newspapers and the news Channels to which advertisements have been given are available on the website of CBC i.e. www.davp.nic.in.

**MEASURABLE OUTCOMES FOR DISTRIBUTED
RENEWABLE ENERGY INTERVENTIONS**

610. SHRI VISHALDADA PRAKASHBAPU PATIL:

DR. SHRIKANT EKNATH SHINDE:

SHRI NARESH GANPAT MHASKE:

SHRIMATI BHARTI PARDHI:

SHRI RAVINDRA DATTARAM WAIKAR:

SHRI SHRIRANG APPA CHANDU BARNE:

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

- (a) whether the Government has defined measurable outcomes for distributed renewable energy interventions such as rooftop solar installations, pump-solarisation, community systems covering both installation and operational reliability and if so, the details thereof and if not, the reasons therefor;
- (b) the details of the measures adopted to support operations, maintenance and performance monitoring of these distributed systems including in remote or underserved areas;
- (c) the details of the steps taken to ensure integration of storage, net-metering and grid-interaction for optimal utilisation of distributed systems;
- (d) the details of the measures introduced to ensure equitable access across rural, tribal and urban regions in deployment of these systems; and
- (e) whether any assessment framework exists to evaluate long-term user satisfaction, system performance and return on investment and 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) The Ministry of New & Renewable Energy (MNRE) is implementing various schemes/ programmes to promote decentralised renewable energy in the country. The details of these schemes/ programmes including outcomes, and provisions for operations & maintenance and monitoring, are given in the

enclosed **Statement.**

(c) The schemes and programme of the MNRE supporting distributed system have adequate provisions for optimal utilisation of these systems. Such major provisions are given below:

- i. Rooftop solar (RTS) systems being installed in the residential sector under PM Surya Ghar Muft Bijli Yojana (PMSG: MBY) PMSG: MBY are grid connected systems with Net metering mechanism as per prevailing regulations of the respective State/UT.
- ii. The Operational Guidelines for implementation of PMSG: MBY covers installation of rooftop solar including with additional technology components such as small wind hybrids, battery storage, solar tracker systems, etc.
- iii. Decentralized solar plants and solar pumps under Component A & C of Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyaan (PM KUSUM) are grid connected.
- iv. Option for installing Universal Solar Pump Controller (USPC) is given for standalone solar pumps installed in off-grid areas under Component-B of the PM KUSUM. With USPC the solar power generated can be utilised for other applications during the period when solar pump is not being used for irrigation purposes.
- v. The standalone solar pumps installed in off-grid areas under Component-B of the PM KUSUM, may be connected to grid, if the grid is available in that area in future.

(d) The schemes and programme of the MNRE supporting distributed system are mainly demand driven and are being implemented in open and transparent manner where eligible beneficiary can avail benefit through an easy and user-friendly process. Also, widespread publicity of these schemes and programmes are undertaken across the country including rural, tribal and urban areas to ensure eligible beneficiary are informed about the benefits of the scheme.

(e) The MNRE has specified minimum technical specifications and standards including system performance requirements of the distributed systems being supported under schemes and programme of the Ministry. Regular monitoring and evaluation are carried out during implementation, and based on the feedback received, corrective actions are taken in the form of amending guidelines, quality control orders, and updation of specifications.

STATEMENT

Details of schemes/ programmes to promote decentralised renewable energy

Scheme/Programme	Major Outcomes	Provisions on operations & maintenance and monitoring
a) PM-Surya Ghar Muft Bijli Yojana (PMSG: MBY)	● To achieve rooftop solar installations in One Crore households in the residential sector by 2026-27 with support of Central Financial Assistance (CFA) from Central Government. ● Installation of 30 GW of solar capacity through rooftop solar by 2026-27 ● To develop a Model Solar Village in each district of the country, with assistance of Rs 1 crore per Model Solar Village. ● To support solarisation of government buildings with installation of rooftop solar on priority basis.	Under the PM-SGMBY, there is provision of Comprehensive Maintenance Contract (CMC) of the rooftop solar (RTS) plants installed by the registered vendors for a period of five years from the date of commissioning. The consumer is provided with the warranties given by the respective OEMs on the system components. In all cases, the vendors are bound to adhere to the minimum technical specifications provided in the scheme in their installations. Further, all installed systems undergo inspections by the DISCOMs to ensure compliance with scheme guidelines before the release of CFA. Vendors register with the DISCOMs/ REC (the NPIA) are required to submit Bank Guarantee (BG) depending upon the category of vendor

Scheme/Program me	Major Outcomes	Provisions on operations & maintenance and monitoring
		i.e. National/ Multi State/ State level. DISCOMs/REC can take action against vendors in case of non-compliance of scheme guidelines including forfeiture of BG, deregistering, and blacklisting, etc. Third Party Assessment: Independent third-party assessment of RTS installations of at least 1% of installed systems on a pan-India being carried out to ensure quality of installed panel and other system components.
b) Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyaan (PM KUSUM)	PM-KUSUM Scheme to enable the installation of standalone solar pumps, solarization of existing grid-connected agriculture pumps, and installation of solar power plants on farmer's land. The scheme has three Components: (i.) Component 'A': Setting up of 10,000 MW of Decentralized Ground/ Stilt Mounted Grid Connected Solar or other Renewable Energy based Power Plants by the farmers on their land; (ii) Component 'B': Installation of 14 lakh	The PM KUSUM scheme guidelines allow for the capacity building, compliance of Operation and Maintenance (O&M) and training of locals by the empanelled vendors, to the States. The scheme also mandates vendors to provide Annual Maintenance Contracts for five years from the date of installation, provide real-time monitoring, helpline support, and district level service centres for the redressal mechanism.

Scheme/Programme	Major Outcomes	Provisions on operations & maintenance and monitoring
	standalone off-grid solar agriculture pumps; and (iii) Component 'C': Solarization of 35 lakh existing grid-connected agriculture pumps including Feeder Level Solarization (FLS).	
c) Biogas Programme	Biogas Programme for installation of 93,500 no of small and medium sized biogas plants for individual households, dairy, poultry and agro based industries, which provides clean cooking fuel, fermented organic manure (FOM) and for meeting decentralized power and thermal energy requirements.	The scheme mandates a five-year free O&M warranty for all biogas plants by the manufactures/biogas developers, The PIA and the inspection agencies perform the physical inspection of the along with geo-tagging, and regular reporting to ensure functionality. Medium-size plants must meet defined performance benchmarks with more than 80% of rated biogas production capacity for a period of 8 days, and more than 70% of power generation data for a period of over 3 months, including third-party inspection prior to CFA release.
d) New Solar Power Scheme (for Tribal	New Solar Power Scheme is applicable where electricity supply through grid is not techno-	Under the scheme, there is a provision for comprehensive maintenance services for 5

Scheme/Program me	Major Outcomes	Provisions on operations & maintenance and monitoring
and PVTG Habitations/Villages) under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA)	economically feasible. Major components of the scheme are as follows: - ● Provision of 0.3 kW Solar off-grid system for 1 lakh Tribal and PVTG HHs ● Solar street lighting and provision of lighting in 1500 MPCs of PVTG areas (<i>under PM JANMAN component only</i>) ● Solarisation of 2000 public institutions through off-grid solar systems (<i>under DA JGUA component only</i>)	years. Further, the scheme also mandates the provision of Remote Monitoring System (RMS) to ensure proper functioning and maintenance.

LOANS TO SUGAR MILLS UNDER SDF

611. SHRI RAJESHBHAI NARANBHAI CHUDASAMA:

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

- (a) whether there is a scheme to provide financial assistance and loans to sugar mills under Sugar Development Fund (SDF);
- (b) if so, the number of sugar mills given financial assistance along with the amount provided, mill-wise;
- (c) the present status of the SDF scheme;
- (d) the amount of cess collected from sugar mills along with the actual amount utilised; and
- (e) the details of the amount left unused along with the fate of balance amount under SDF scheme?

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

(a) to (c) Under Sugar Development Fund Act, 1982, loans were given to sugar mills, inter-alia, for Modernisation Cum Expansion of sugar mill, Cane Development, Bagasse-Based Cogeneration power projects, production of Anhydrous Alcohol or Ethanol/Zero Liquid Discharge (ZLD) plant.

Under the said Scheme, an amount of ₹ 9,005 crores was disbursed to the sugar mills as SDF Loans as per details given below :

S. No.	Type of SDF Loan	Amount Disbursed (in crores)
1.	Modernization	₹ 3,375
2.	Cane Development	₹ 1,074
3.	Co-generation	₹ 3,369
4.	Ethanol/ZLD	₹ 1,187

Sugar Mill wise data of disbursement during the last five years is given in the enclosed **Statement**.

The scheme for providing financial assistance to the sugar mills has been closed with effect from 21.09.2021. However, the SDF loan cases where Administrative Approval had already been issued before closure were considered in the Department. At present, no Administrative Approval is pending for loan disbursement.

(d) and (e) A sugar cess amounting to ₹12,834 crore was collected upto 30.06.2017 (cess was abolished by Central Government on introduction of Central Goods and Services Act, 2017). Out of this, till 31.03.2018, an amount of ₹10,196 crore was transferred to the Sugar Development Fund and was utilised for implementation of various schemes under SDF Act, 1982 and SDF Rules, 1983. The balance in cess account was transferred to the Consolidated Fund of India. Since 2018-19, the expenditure under the Scheme was met through normal budgetary provision.

STATEMENT**Detail of Sugar Mills that were given financial assistance
during the year 2020-21**

S.No.	Name of the Sugar Mill	Type of Loan	Amount Disbursed
1.	M/s The Bhogpur Co-op. Sugar Mills Ltd., Bhogpur-144201, Distt- Jalandhar, Punjab	Modernisation	₹ 3,75,72,000
2.	M/s Shri Sai Priya Sugars Limited, Hippargi-Mygur, Vishal Nagar, Hipparagi-Alabal Road, Tq.-Jamkhandi, Dist. Bagalkot-587311, Karnataka	Ethanol/ZLD	₹ 25,00,00,000
3.	M/s MRN Cane Power (India) Ltd., at Kallapur (SK) Khanpur -547155 Tq-Badami, Distt- Bagalkot, Karnataka	Co-generation	₹ 21,49,08,000
4.	M/s Mylar Sugar Ltd.,(MSL) at Beerabbi Village, Hoovina Hadagali Taluka, Bellary Distt., Karnataka	Co-generation	₹ 7,11,17,000
5.	M/s Bhalkeshwar Sugars Ltd., Basaveshwar Chowk, near I.B. Bhalki-585328, Tq. Bhalki, Dist. Bidar, Karnataka	Modernisation	₹ 6,24,28,000
6.	M/s Shri Sai Priya Sugars Limited, Hippargi-Mygur, Vishal Nagar, Hipparagi-Alabal Road, Tq.-Jamkhandi, Dist. Bagalkot-587311, Karnataka	Ethanol/ZLD	₹ 4,06,08,300
7.	M/s Bhogpur Co-op Sugar Mills Ltd., Bhogpur, Jalandhar, Punjab	Co-generation	₹ 4,57,10,000
8.	M/s Bhogpur Co-op Sugar Mills Ltd., Bhogpur, Jalandhar, Punjab	Co-generation	₹ 57,36,000
9.	M/s Dwarkadhish Sakhar Karkhana Ltd., At Sheware, Tal.-Satana, Dist. Nashik, Maharashtra	Ethanol/ZLD	₹ 9,00,00,000
10.	M/s Sadashivrao Mandlik Kagal Taluka SSK Ltd., Sadashivnagar, Hamidwada-Kaulage, Tal.-Kagal, Dist.-Kolhapur, Maharashtra	Ethanol/ZLD	₹ 9,00,30,000
11.	M/s The Bhogpur Co-op. Sugar Mills Ltd., Bhogpur-144201, Distt- Jalandhar, Punjab	Modernisation	₹ 8,81,21,000

S.No.	Name of the Sugar Mill	Type of Loan	Amount Disbursed
12.	M/s Nandi Sahakari Sakkare Karkhana Niyamit, Krishnanagar, Post Hosur, Teh. & Distt. Nijapur, Karnataka	Co-generation	₹ 18,26,13,000
13.	M/s Nandi Sahakari Sakkare Karkhana Niyamit, Krishnanagar, Post Hosur, Teh. & Dist. Nijapur, Karnataka	Co-generation	₹ 9,58,19,500
14.	M/s Harsha Sugar Ltd. at Village-Savadatti, Taluk- Savadatti, Dist- Belgaum, Karnataka	Co-generation	₹ 9,16,80,500
15.	M/s Harsha Sugar Ltd. at Village-Savadatti, Taluk- Savadatti, Dist- Belgaum, Karnataka	Co-generation	₹ 1,80,32,700
16.	M/s Dwarkadhish Sakhar Karkhana Ltd., at Sheware, Tal.-Satana, Dist. Nashik, Maharashtra.	Ethanol/ZLD	₹ 2,93,61,700
17.	M/s Bhalkeshwar Sugars Ltd., Basaveshwar Chowk, near I.B. Bhalki-585328, Tq. Bhalki, Dist. Bidar, Karnataka	Modernisation	₹ 1,18,79,000
18.	M/s Dwarkadhish Sakhar Karkhana Ltd., At Sheware, Tal.-Satana, Dist. Nashik, Maharashtra	Ethanol/ZLD	₹ 1,96,84,300
Total			₹ 1,44,53,01,000

**Detail of Sugar Mills that were given financial assistance
during the year 2021-22**

S.No.	Name of the Sugar Mill	Type of Loan	Amount Disbursed
1.	M/s Sadashirao Mandlik Kagal Taluka SSK Ltd., Sadashivnagar, Hamidwada-Kaulage, Tal.-Kagal, Dist. Kolhapur, Maharashtra - 416235	Ethanol/ ZLD	₹ 9,00,29,600
2.	M/s Bannari Amman Sugars Ltd, Alaganchi Village, Nanjangud Taluk, Dist. Mysore, Karnataka	Ethanol/ ZLD	₹ 14,99,70,400

3.	M/s Bannari Amman Sugars Ltd, Alaganchi village, Nanjangud Taluk, Dist. Mysore, Karnataka	Ethanol/ ZLD	₹ 31,01,79,600
4.	M/s Nandi Sahakari Sakkare Karkhana Niyamit, Krishnanagar, Post Hosur, Teh. & Dist. Nijapur, Karnataka	Co-generation	* ₹ 13,98,20,400
5.	M/s Nandi Sahakari Sakkare Karkhana Niyamit, Krishnanagar, Post Hosur, Teh. & Dist. Nijapur, Karnataka	Co-generation	* ₹ 13,86,12,100
6.	M/s Shree Narmada Khand Udyog Sahakari Mandli Ltd., Dharikheda, P.O. Timbi, Ta. Rajpipla (Nandod), Dist. Narmada, Gujarat	Ethanol/ ZLD	* ₹ 15,90,08,000
7.	M/s Karmyogi Ankushrao Tope Samarth Sahakari Sakhar Karkhana Ltd., Post Ankushnagar, Taluka Ambad, Dist. Jalna, Maharashtra	Ethanol/ ZLD	* ₹ 22,33,79,900
Total			₹ 1,21,10,00,000

* The Administrative Approval has been issued before 21.09.2021 i.e. before the closure of the SDF loan schemes.

**Detail of Sugar Mills that were given financial assistance
during the year 2022-23**

S.No.	Name of the Sugar Mill	Type of Loan	Amount Disbursed
1.	M/s. DCM Shriram Limited, Hariawan, Hardoi, U.P.	Co-generation	* ₹ 36,31,37,000
2.	M/s. Khatav Man Taluka Agro Processing Pvt. Ltd., Satara, Maharashtra	Co-generation	* ₹ 4,25,00,000
3.	M/s. Karmyogi Ankushrao Samarth SSK Ltd., Jalana, Maharashtra	Ethanol	* ₹ 45,96,100
Total			₹ 41,02,33,100

* The Administrative Approval has been issued before 21.09.2021 i.e. before the closure of the SDF loan schemes.

**Detail of Sugar Mills that were given financial assistance during the year
2023-24 and 2024-25**

- NIL-

**TRANSFER OF KINATHUKKADAVU AND POLLACHI
RAILWAY STATIONS TO SALEM DIVISION**

612. SHRI ESWARASAMY K.:

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

- (a) whether the Government has received representations regarding the transfer of Kinathukkadavu and Pollachi railway stations from Palakkad Division to Salem Division and if so, the details thereof and if not, the action taken thereon;
- (b) whether the Government is aware that the present divisional arrangement causes delay in infrastructure upgrades and passenger facilities and if so, the details thereof;
- (c) whether the Union Government has conducted any feasibility study/consultation with the State Government of Tamil Nadu on the said demand;
- (d) if so, the details thereof and if not, the reasons therefor; and
- (e) the details of steps being taken to ensure equitable development for passengers in Coimbatore and Pollachi regions?

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

- (a) to (e) Proposals/requests/suggestions/representations, both formal and informal

inter-alia for zonal/divisional jurisdiction changes across Indian Railways are received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Division Office 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.

Vast rail-network of Indian Railways(IR) has been divided into zones and divisions. The territorial jurisdiction of a railway zone/division is not based on state/district boundaries and the governing parameters for the same are operational/administrative requirements consistent with the needs of economy and efficiency. Palakkad division is currently serving the needs of lines within its jurisdiction, including Kinattukkadavu and Pollachi.

The present arrangement is working satisfactorily and the proposal for transfer of Kinattukkadavu and Pollachi railway stations to Salem division, when examined in the light of above, has not been considered feasible at this stage.

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach. The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

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

- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

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

So far, 1337 stations have been identified for development under Amrit Bharat Station Scheme, out of which 77 stations including Pollachi Junction, Coimbatore Junction, Coimbatore North and Podanur Junction stations, are located in the state of Tamil Nadu. The names of stations identified for development under Amrit Bharat Station Scheme in the state of Tamil Nadu are as following:

State	No. of Stations	Name of Stations
Tamil Nadu	77	Ambasamudram, Ambattur, Arakkonam Jn, Ariyalur, Avadi, Bommidi, Chengalpattu Jn, Chennai Beach, Chennai Egmore, Chennai Park, Chidambaram, Chinna Salem, Chrompet, Coimbatore Jn, Coimbatore North, Coonoor, Dharmapuri, Dindigul, Erode Jn., Guduvancheri, Guindy, Gummidipundi, Hosur, Jolarpettai Jn, Kanniyakumari Terminus, Karaikkudi Jn, Karur Jn, Katpadi Jn, Kovilpatti, Kulitturai, Kumbakonam, Lalgudi, Madurai Jn, Mambalam, Manaparai, Mannargudi, Mayiladuturai Jn, Mettupalayam, Morappur, Nagercoil Jn, Namakkal, Palani, Paramakkudi, Perambur, Podanur Jn., Pollachi Jn, Polur, Pudukkottai, Puratchi Thalaivar Dr. M.G. Ramachandran Central, Rajapalayam, Ramanathapuram, Rameswaram, Salem, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St.Thomas Mount, Tambaram, Tenkasi, Thanjavur Jn, Thiruvarur Jn., Tiruchendur, Tirunelveli Jn, Tirupadripulyur, Tirupattur, Tiruppur, Tirusulam, Tiruttani, Tiruvallur, Tiruvannamalai, Tuticorin, Udagamandalam, Vellore Cantt., Villupuram Jn., Virudhunagar, Vriddhachalam Jn.

Development works at railway stations under Amrit Bharat Station Scheme in the state of Tamil Nadu have been taken up at a good pace. Till now, works of 9 stations (Chidambaram, Kulitturai, Mannargudi, Polur, Samalpatti, Srirangam, St.Thomas Mount, Tiruvannamalai and Vriddhachalam Jn.) in the state of Tamil Nadu have been completed under this scheme. The works at other stations have

also been taken up at good pace and progress of some of the stations is as given below:

- Pollachi Junction station: The works of new station building, platform shelter, waiting hall, toilet, improvement to booking office, air-conditioned waiting room, circulating area, parking area, VIP lounge and Divyangjan facilities have been completed. The finishing works have been taken up.
- Coimbatore North station: The works of new waiting hall, platform shelter, lifts and parking area have been completed. The works of improvement of station building, circulating area, second entry booking office and landscaping have been taken up.
- Podanur Junction station: The works of improvement of waiting hall, circulating area, parking area, new reserved lounge, booking office and lifts have been completed. The works of improvement of station building, platform surfacing, platform shelter, widening of platform no.1, lifts and 6 m Foot Over Bridge have been taken up.
- Coimbatore Junction station is under master planning.

Master Planning is an iterative process requiring optimization and the time frame and other details for such optimization cannot be indicated at this stage. 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 higher category of station over lower category of station while sanctioning and executing the works.

वाशिम-यवतमाल और परभणी को जोड़ने वाली वंदे भारत रेलगाड़ियां

613. श्री संजय उत्तमराव देशमुख:

श्री संजय हरिभाऊ जाधव:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) महाराष्ट्र में वर्तमान में कितनी वंदे भारत एक्सप्रेस रेलगाड़ियाँ चल रही हैं और उनके रेल मार्ग, आवृत्ति और उनके प्रारंभ होने के वर्ष का ब्यौरा क्या है;
- (ख) क्या वाशिम-यवतमाल और परभणी लोक सभा निर्वाचन क्षेत्र सहित महाराष्ट्र के विभिन्न क्षेत्रों में अन्य शहरों को जोड़ने वाली वंदे भारत रेलगाड़ियाँ शुरू करने के लिए जनप्रतिनिधियों की ओर से कोई अभ्यावेदन प्राप्त हुआ है;
- (ग) यदि हाँ, तो इस बारे में की गई कार्रवाई का ब्यौरा क्या है;
- (घ) नए वंदे भारत रेल मार्गों के चयन के लिए अपनाए गए मानदंडों का ब्यौरा क्या है;
- (ङ) क्या इस विषय में महाराष्ट्र की आंतरिक और अंतरराज्यीय संपर्क की आवश्यकता का ध्यान रखा गया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (च) महाराष्ट्र में वंदे भारत से संबंधित अवसंरचना के साथ-साथ स्टेशन अनुरक्षण, डिपो और परिचालन सुविधाओं संबंधी आवंटित की गई और व्यय की गई कुल निधि कितनी है; और
- (छ) उक्त योजना के प्रारंभ होने के बाद से इस अंतर्गत किए गए आवंटन और व्यय का ब्यौरा क्या है?

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

- (क) से (छ) चूँकि रेल नेटवर्क राज्यों/संसदीय निर्वाचन क्षेत्रों की सीमाओं से परे फैला हुआ है, अतः

नेटवर्क की आवश्यकतानुसार रेलगाड़ियां इन सीमाओं के आर-पार चलायी जाती हैं। वर्तमान में भारतीय रेल द्वारा 164 वंदे भारत ट्रेन सेवाएँ चलाई जा रही हैं। इनमें से निम्नलिखित 24 वंदे भारत एक्सप्रेस सेवाएँ (प्रारंभ/गंतव्य के आधार पर) महाराष्ट्र राज्य में स्थित विभिन्न स्टेशनों को सेवा प्रदान कर रही हैं:

क्रम	गाड़ी संख्या और नाम	शुरू करने की तिथि	बारंबारता
1	26101/26102 पुणे-अजनी वंदे भारत एक्सप्रेस	11-08-2025	सप्ताह में 6 दिन
2	20101/20102 नागपुर-सिकंदराबाद वंदे भारत एक्सप्रेस	19-09-2024	सप्ताह में 6 दिन
3	20669/20670 हुबली-पुणे वंदे भारत एक्सप्रेस	18-09-2024	सप्ताह में 3 दिन
4	20673/20674 श्री छत्रपति शाहू महाराज (टर्मिनस) कोल्हापुर-पुणे वंदे भारत एक्सप्रेस	18-09-2024	सप्ताह में 3 दिन
5	22961/22962 मुंबई सेंट्रल-अहमदाबाद वंदे भारत एक्सप्रेस	09-03-2024	सप्ताह में 6 दिन
6	20705/20706 हजूर साहिब नांदेड़ छत्रपति शिवाजी महाराज (टी) वंदे भारत एक्सप्रेस	30-12-2023	सप्ताह में 6 दिन
7	22229/22230 छत्रपति शिवाजी महाराज (टर्मिनस)-मडगांव वंदे भारत एक्सप्रेस	28-06-2023	सप्ताह में 6 दिन
8	20911/20912 इंदौर-नागपुर वंदे भारत एक्सप्रेस	27-06-2023	सप्ताह में 6 दिन
9	22223/22224 छत्रपति शिवाजी महाराज (टर्मिनस)- साईनगर शिरडी वंदे भारत एक्सप्रेस	11-02-2023	सप्ताह में 6 दिन
10	22225/22226 छत्रपति शिवाजी महाराज (टर्मिनस) - सोलापुर वंदे भारत एक्सप्रेस	11-02-2023	सप्ताह में 6 दिन
11	20825/20826 बिलासपुर-नागपुर वंदे भारत एक्सप्रेस	12-12-2022	सप्ताह में 6 दिन
12	20901/20902 मुंबई सेंट्रल-गांधीनगर कैपिटल वंदे भारत एक्सप्रेस	30-09-2022	सप्ताह में 6 दिन

परभनी के यात्रियों की सुविधा हेतु 20705/20706 जलना-छत्रपति शिवाजी महाराज (टी) वंदे भारत एक्सप्रेस को दिनांक 28.08.2025 से परभनी होते हुए हजूर साहिब नांदेड़ तक बढ़ाया गया

है। बहरहाल, किसी भी मार्ग/रेलखंड पर वंदे भारत समेत नई गाड़ियों की सेवाएँ प्रारम्भ करना निम्नलिखित कारकों पर निर्भर करता है:

- 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

रेलवे बोर्ड, क्षेत्रीय रेलवे, मंडल कार्यालय आदि विभिन्न स्तरों पर संसद के सदस्यों, निर्वाचित प्रतिनिधियों, संगठनों/रेल उपयोगकर्ताओं आदि द्वारा विभिन्न गाड़ियों जिसमें वंदे भारत और उनके विविध प्रकार की गाड़ियों को प्रारम्भ करने हेतु औपचारिक एवं अनौपचारिक, प्रस्ताव/अनुरोध/सुझाव/अभ्यावेदन प्राप्त होते हैं। चूँकि ऐसे प्रस्ताव/अनुरोध/सुझाव प्राप्त होना एक सतत एवं गतिशील प्रक्रिया है, इसलिए उनका केंद्रीकृत संकलन नहीं रखा जाता। बहरहाल, इनकी जांच की जाती है और समय-समय पर व्यवहार्य एवं उपयुक्त कार्रवाई की जाती है।

वंदे भारत गाड़ियों से संबंधित अवसंरचना सहित कुल अवसंरचना पर होने वाला व्यय रेलवे के समग्र अनुरक्षण और उन्नयन कार्यों के व्यय का हिस्सा है और यह राजस्व एवं पूंजी दोनों के अंतर्गत किया जाता है।

BHADRACHALAN-MALKANGIRI/JEYPORE-NABARANGPUR NEW RAIL LINE

614. SHRI BALABHADRA MAJHI:

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

- (a) the details of the progress of Bhadrachalan-Malkangiri, Jeypore Nabarangpur and Nabarangpur New rail line;

- (b) the details of the specific reasons for not starting the projects; and
- (c) the details of the timeline by when these projects will be commissioned?

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

(a) to (c) The work of new line between Junagarh and Nabarangpur (116 Km) has been sanctioned at a cost of ₹ 2,865 Cr. The project involves acquisition of 376.64 Ha private land, alienation of 58.87 Ha govt. land and diversion of 351.68 Ha forest land. The project has been notified as a 'Special Railway Project' for land acquisition. Competent Authority for Land Acquisition (CALA) has been appointed and Land acquisition has been taken up.

Nabarangpur-Jeypore (41 Km) new line project has been sanctioned on cost sharing basis at a cost of ₹ 748 Cr. The project involves acquisition of 291.87 Ha private land, alienation of 33.59 Ha govt. land and diversion of 13.47 Ha forest land. Land acquisition has been taken up by State Government as land for this project is to be provided by Govt. of Odisha. So far, out of total 338.94 Ha required land, 12.41 Ha land has been acquired. Work has been taken up on Bridge over River Indravathi.

Jeypore-Malkangiri (130 Km) new line project has been sanctioned on cost sharing basis at a cost of ₹ 2,344 Cr. The project involves acquisition of 505.43 Ha private land, alienation of 169.68 Ha govt. land and diversion of 452.71 Ha forest land. Land acquisition has been taken up. So far, out of total 1,127.82 Ha required land, 167.39 Ha land has been acquired.

The work of new line between Malkangiri – Pandurangapuram via

Bhadrachalam station (174 Km) has been sanctioned at a cost of ₹ 3,592 Cr. The project involves acquisition of 403.23 Ha private land, alienation of 77.76 Ha govt. land and diversion of 320.25 Ha forest land. The project has been notified as a 'Special Railway Project' for land acquisition. Competent Authority for Land Acquisition (CALA) has been appointed and Land acquisition has been taken up.

ODISHA

Budget allocation in the 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
2025-26	₹ 10,599 Cr. (Nearly 13 times)

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

Period	New Track Commissioned	Average Commissioning of new tracks per year
2009-14	267 Km	53.4 Km
2014-25	2,150 Km	195.45 Km (More than 3.5 times)

As on 01.04.2025, 49 projects (19 New Lines and 30 Doubling), of a total length of 4,010 Km, costing ₹ 67,496 crore, falling fully/partly in Odisha, are sanctioned, out of which 1,429 km length has been commissioned and an expenditure of ₹28,043 crore has been incurred upto March' 2025. The summary

is as under:

Category	No of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'25 (in Km)	Total Exp upto Mar'25 (₹ in Cr)
New Lines	19	1,544	256	6,270
Doubling/Multi-tracking	30	2,466	1,173	21,773
Total	49	4,010	1,429	28,043

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 3 rd Line (179 Km)	1,317
2	MCL siding from Jharsuguda - Sardega New Line (53 Km)	1,598

S.No.	Name of Project	Cost (In Crores of ₹)
3	Haridaspur-Paradeep New Line (82 Km)	2,397
4	Angul-Sukinda New Line (104 Km)	2,834
5	Champa-Jharsuguda 3 rd Line (152 Km)	1,227
6	Sambalpur-Titlagarh Doubling (182 Km)	2,262
7	Rourkela-Jharsuguda 3 rd Line (101 Km)	1,313
8	Banspani-Daitari-Tomka-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

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	Vizianagram-Titlagarh 3 rd Line (265 Km)	6,996
12	Jarapaada- Budhapank 3 rd & 4 th Line with flyover at Talcher (101 Km)	810
13	Budhapank- Salegaon via Rajatgarh 3 rd & 4 th Line (170 Km)	2,023
14	Nergundi - Vizianagaram 3 rd Line (385 Km)	4,963
15	Kottavalasa-Koraput Doubling (189 Km)	2,500
16	Koraput-Singapur Road Doubling (165 Km)	2,362
17	Jagdulpur-Koraput Doubling (107 Km)	1,547
18	Jharsuguda-Bilaspur 4 th line (206 Km)	2,596
19	Bondamunda-Ranchi Doubling (159 Km)	3,029
20	Narayangarh-Bhadrak 3 rd line (153 Km)	2,136
21	Bhadrak-Nergundi 3 rd Line (92 Km)	1,284

During last three years i.e. 2022-23, 2023-24, 2024-25 and current Financial Year i.e. 2025-26, total 76 Nos. of Surveys (30 New Line, 46 Doubling) falling fully/partly in the State of Odisha having a total length of 4,843 Km have been sanctioned.

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.

सतत विकास लक्ष्य

615. श्री कौशलेन्द्र कुमार:

क्या योजना मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या संयुक्त राष्ट्र ने सितंबर, 2015 में सतत विकास लक्ष्यों को अपनाकर वर्ष 2030 तक पूरे विश्व से गरीबी खत्म करने का वैश्विक लक्ष्य प्राप्त करने की घोषणा की थी; और
- (ख) यदि हां, तो सरकार द्वारा इस लक्ष्य को प्राप्त करने के लिए क्या कदम उठाए गए/उठाए जा रहे हैं?

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

- (क) संयुक्त राष्ट्र महासभा ने 25-27 सितंबर 2015 को आयोजित संयुक्त राष्ट्र शिखर सम्मेलन में सतत विकास के लिए 2030 के एजेंडे को अपनाया। एसडीजी लक्ष्य 1 'गरीबी उन्मूलन' से संबंधित है। इस लक्ष्य में, अन्य बातों के साथ-साथ, 2030 तक सर्वत्र सभी के लिए अत्यधिक गरीबी का उन्मूलन और राष्ट्रीय परिभाषाओं के अनुसार गरीबी में रहने वाले सभी उम्र के पुरुषों, महिलाओं और बच्चों के अनुपात को कम से कम आधे तक कम करना शामिल है।
- (ख) सरकार ने बहुआयामी गरीबी को कम करने के लिए विभिन्न योजनाएं शुरू की हैं, जिसमें सक्षम आंगनवाड़ी और पोषण 2.0, प्रधानमंत्री गरीब कल्याण अन्न योजना (पीएमजीकेवाई), प्रधानमंत्री पोषण शक्ति निर्माण (पीएम पोषण), प्रधानमंत्री सुरक्षित मातृत्व अभियान, प्रधानमंत्री सहज बिजली हर घर योजना (सौभाग्य), पीएम उज्ज्वला योजना, स्वच्छ भारत मिशन (एसबीएम), जल जीवन मिशन (जेजेएम), प्रधानमंत्री जन धन योजना (पीएमजेडीवाई), प्रधानमंत्री आवास योजना (पीएमएवाई) आदि जैसी योजनाएं शामिल हैं। संबंधित मंत्रालयों/विभागों द्वारा प्रत्येक योजना को उनके विशिष्ट लक्ष्यों और बहुआयामी गरीबी के विशिष्ट आयामों के समाधान के लक्ष्यों के साथ डिज़ाइन और कार्यान्वित किया गया है।

उठाए गए इन कदमों के परिणामस्वरूप, नीति आयोग द्वारा जारी नवीनतम रिपोर्ट, 'राष्ट्रीय बहुआयामी गरीबी सूचकांक: एक प्रगति समीक्षा 2023' के अनुसार, बहुआयामी गरीबी में जनसंख्या का अनुपात 2015-16 और 2019-21 के बीच 24.85% से घटकर 14.96% हो गया जो यह दर्शाता है कि इस अवधि के दौरान लगभग 13.5 करोड़ लोग गरीबी से मुक्त हुए हैं। इसके अतिरिक्त, नीति आयोग द्वारा प्रकाशित चर्चा पत्र '2005-06 से भारत में बहुआयामी गरीबी' के अनुसार, भारत में बहुआयामी गरीबी 2013-14 के 29.17% से घटकर 2022-23 में 11.28% होने का अनुमान है, जिसका अर्थ है कि इस अवधि के दौरान 24.82 करोड़ लोग गरीबी से मुक्त हुए हैं। कार्यप्रणाली सहित विवरण सार्वजनिक रूप से उपलब्ध हैं और

<https://www.niti.gov.in/sites/default/files/2023-08/India-National>

[Multidimensional-Poverty-Index-2023.pdf](#) पर देखा जा सकता है। चर्चा पत्र का विवरण

https://www.niti.gov.in/sites/default/files/2024-01/MPI-22_NITI-

[Aayog20254.pdf](#) पर देखा जा सकता है।

दमन और दीव में लगाए गए वाई-फाई सिस्टम

616. श्री उमेशभाई बाबूभाई पटेल:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) पिछले पांच वर्षों में सरकार ने कितने सार्वजनिक स्थानों पर वाई-फाई सिस्टम लगाया है, उनका पते सहित ब्यौरा क्या है;

(ख) पिछले पांच वर्षों में इस परियोजना के लिए केंद्र सरकार ने दादरा और नगर हवेली और दमन और दीव संघ राज्यक्षेत्र को कितनी राशि आवंटित की है और उसमें से संघ राज्यक्षेत्र प्रशासन द्वारा कितनी राशि का उपयोग किया गया है;

(ग) अब तक इस सेवा का उपयोग करने वाले लोगों की संख्या का वर्ष-वार ब्यौरा क्या है;

(घ) दमन और दीव में अब तक लगाए गए सिस्टम की कुल बैंडविड्थ कितनी है;

(ङ) क्या यह बैंडविड्थ सरकार के दिशा-निर्देशों के हिसाब से उपयुक्त है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(च) क्या संघ राज्यक्षेत्र प्रशासन ने इसका पता लगाने के लिए कोई क्षेत्र सर्वेक्षण किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) सरकार ने देश भर में सार्वजनिक वाई-फाई नेटवर्क के माध्यम से ब्रॉडबैंड सेवाओं के प्रसार में तेजी लाने के लिए 9 दिसंबर 2020 को पीएम-वाणी स्कीम के लिए अनुमोदन दिया। राष्ट्रीय डिजिटल संचार नीति (एनडीसीपी) 2018 के उद्देश्यों के अनुरूप पीएम-वाणी फ्रेमवर्क का उद्देश्य एक सुदृढ़

डिजिटल संचार अवसंरचना का सृजन करना है। यह फ्रेमवर्क सार्वजनिक डेटा कार्यालयों (पीडीओ) को न्यूनतम विनियामक ओवरसाइट के साथ सार्वजनिक डेटा कार्यालय एग्रीगेटर्स (पीडीओए) के एग्रीगेशन के तहत वाई-फाई हॉटस्पॉट स्थापित करने की अनुमति देता है ताकि स्थानीय उद्यमियों को डिजिटल ट्रांसफॉर्मेशन प्रक्रिया में भाग लेने के लिए प्रोत्साहित किया जा सके। दिनांक 26.11.2025 की स्थिति के अनुसार, पीएम वाणी वाई-फाई हॉटस्पॉट की अखिल भारत संख्या 3,91,599 है। पीएम वाणी वाई-फाई हॉटस्पॉट की राज्य-वार संख्या संलग्न **विवरण** में दी गई है।

(ख) केंद्र सरकार द्वारा संघ राज्य क्षेत्र दादरा और नगर हवेली और दमन और दीव को इस स्कीम के लिए अलग से कोई निधि आवंटित नहीं की गई है।

(ग) दिनांक 26.11.2025 की स्थिति के अनुसार, पीएमवाणी स्कीम के तहत, 2,41,61,459 प्रयोक्ताओं ने पीएमवाणी वाई-फाई नेटवर्क का उपयोग किया है।

(घ) से (च) पीएमवाणी स्कीम के तहत विशिष्ट बैंडविड्थ से संबंधित अनुदेश/दिशा-निर्देश परिभाषित नहीं किए गए हैं।

विवरण

पीएम वाणी वाई-फाई हॉटस्पॉट की अखिल भारत संख्या

क्र.सं.	राज्य	वाई-फाई हॉटस्पॉट की संख्या
1	अंडमान और निकोबार	275
2	आंध्र प्रदेश	6074
3	अरुणाचल प्रदेश	1017
4	असम	1063
5	बिहार	4086
6	चंडीगढ़	253
7	छत्तीसगढ़	2839
8	दिल्ली	198275
9	गोवा	430
10	गुजरात	11857
11	हिमाचल प्रदेश	936
12	हरियाणा	18131

13	झारखंड	1042
14	जम्मू और कश्मीर	2299
15	कर्नाटक	21834
16	केरल	4987
17	लद्दाख	601
18	लक्षद्वीप	1
19	महाराष्ट्र	33084
20	मेघालय	256
21	मणिपुर	21
22	मध्य प्रदेश	7592
23	मिजोरम	3
24	नागालैंड	78
25	ओडिशा	3040
26	पंजाब	3713
27	पुडुचेरी	89
28	राजस्थान	2891
29	सिक्किम	13
30	तेलंगाना	4284
31	तमिलनाडु	7501
32	त्रिपुरा	310
33	उत्तराखंड	980
34	उत्तर प्रदेश	47549
35	पश्चिम बंगाल	4195
	कुल	391599

DEVELOPMENTAL ACTION PLAN FOR SCS AND STS

617. SHRI S. VENKATESAN:

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

- (a) whether NITI Aayog has conducted any study on the implementation of the schemes regarding mandatory allocations, utilisation etc. for the

development of SCs/STs;

- (b) if so, pitfalls which have been identified and suggestions made thereon;
- (c) the details of latest guidelines issued for effective implementation of such schemes; and
- (d) the details of the ambit of NITI Aayog addressing the issues pertaining to the same?

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.
- (b) Does not arise in view of reply to (a) above.
- (c) and (d) NITI Aayog has issued guidelines titled 'Guidelines for earmarking of funds for Development Action Plan for SCs and STs (DAPSC & DAPST)' in 2017. As per these guidelines, 41 Central Government Ministries/Departments are obligated to earmark funds under the relevant scheme, and such fund allocation is based on the scheme-specific budget rather than the total budget of the Ministry/Department. The guidelines also provide that the Nodal Ministries, namely, Ministry of Social Justice and Empowerment and Ministry of Tribal Affairs, are responsible for the monitoring and implementation of the DAPSC & DAPST. NITI Aayog is a member of various committees constituted for such purposes. A copy of the Guidelines is available at https://www.niti.gov.in/sites/default/files/2019-12/NITI_Aayog_Guideliens_for_SCSP_TSP_2017.pdf

RATIONALISATION OF ROYALTY RATES OF CRITICAL MINERALS

618. PROF. SOUGATA RAY:

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

- (a) whether the Government has taken any steps to rationalise the royalty rates of critical minerals to reduce import dependence;
- (b) if so, the details of new royalty rates of various critical minerals;
- (c) the details of ratio of royalties among the Union and States of such minerals;
- (d) whether the new rationalised rates will help to promote the auction of mineral blocks of critical minerals like caesium, rubidium and zirconium; and
- (e) if so, the details thereof?

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

- (a) and (b) Yes. The Central Government has rationalized rates of royalty of critical minerals. Details of royalty rates of critical minerals rationalized since 2022 are given in the enclosed **Statement**.
- (c) The entire royalty from mining activities accrues to the respective State Government.
- (d) and (e) Yes, Sir. The rationalization of royalty rates of critical minerals will promote their auction. Till date, the Central Government has successfully auctioned 34 mineral blocks of critical and strategic minerals. Further, the Central Government has launched the sixth tranche of auction of critical and strategic minerals on 16.09.2025 for 23 mineral blocks including blocks of minerals Rubidium and Zirconium.

STATEMENT

Details of royalty rates of critical minerals rationalized since 2022

Sl. No.	Minerals	Rates of Royalty
1.	Beryllium	Two per cent. of the average sale price of Beryllium metal chargeable on the Beryllium metal contained in the ore produced.
2.	Cadmium: (i) Primary (ii) By-product	Four per cent. of the average sale price of Cadmium metal chargeable on the Cadmium metal contained in the ore produced. Two per cent. of the average sale price of Cadmium metal chargeable on the by-product Cadmium metal contained in the ore produced.
3.	Cobalt: (i) Primary (ii) By-product	Four per cent. of the average sale price of Cobalt metal chargeable on the Cobalt metal contained in the ore produced. Two per cent. of the average sale price of Cobalt metal chargeable on the by-product Cobalt metal contained in the ore produced.
4.	Gallium: (i) Primary (ii) By-product	Four per cent. of the average sale price of Gallium metal chargeable on the Gallium metal contained in the ore produced. Two per cent. of the average sale price of Gallium metal chargeable on the by-product Gallium metal contained in the ore produced.
5.	Indium	Two per cent. of the average sale price of Indium metal chargeable on the Indium metal contained in the ore produced.
6.	Rhenium	Two per cent. of the average sale price of Rhenium metal chargeable on the Rhenium metal contained in the ore

		produced.
7.	Selenium:	
	(i) Primary	Four per cent. of the average sale price of Selenium metal chargeable on the Selenium metal contained in the ore produced.
	(ii) By-product	Two per cent. of the average sale price of Selenium metal chargeable on the by-product Selenium metal contained in the ore produced.
8.	Tantalum (produced from ores other than Columbite-tantalite):	
	(i) Primary	Four per cent. of the average sale price of Tantalum metal chargeable on the Tantalum metal contained in the ore produced.
	(ii) By-product	Two per cent. of the average sale price of Tantalum metal chargeable on the by-product Tantalum metal contained in the ore produced.
9.	Tellurium	Two per cent. of the average sale price of Tellurium metal chargeable on the Tellurium metal contained in the ore produced.
10.	Titanium (produced from ores other than Brown Ilmenite (Leucoxene), Ilmenite and Rutile occurring in Beach Sand Minerals found in terrestrial beach sands):	
	(i) Primary	Four per cent. of the average sale price of Titanium metal chargeable on the Titanium metal contained in the ore produced.
	(ii) By-product	Two per cent. of the average sale price of Titanium metal chargeable on the by-product Titanium metal contained in

		the ore produced.
11.	Tungsten:	Three per cent. of the average sale price of Tungsten Trioxide (WO_3) on contained WO_3 per tonne of ore on pro rata basis.
12.	Vanadium:	
	(i) Primary	Four per cent. of the average sale price of Vanadium Pentoxide on contained V_2O_5 per tonne of ore on pro rata basis.
	(ii) By-product	Two per cent. of the average sale price of Vanadium Pentoxide on contained V_2O_5 per tonne of ore on pro rata basis.
13.	Lithium:	Three per cent. of London Metal Exchange price chargeable on the Lithium metal in the ore produced.
14.	Niobium:	
	(i) Primary (produced from ores other than Columbite-tantalite)	Three per cent. of average sale price of Niobium metal chargeable on the Niobium metal contained in the ore produced.
	(ii) By-product (produced from ores other than Columbite-tantalite)	Three per cent. of average sale price of Niobium metal chargeable on the by-product Niobium metal contained in the ore produced.
15.	Rare Earth Elements (produced from ores other than Monazite occurring in beach sand minerals):	One per cent. of average sale price of Rare Earth Oxide (REO) chargeable on the Rare Earth Oxide contained in the ore produced.
16.	Glauconite and Potash	Two point five per cent. of price for Muriate of Potash published by the Government of India, Ministry of Chemicals and Fertilizers, Department of Fertilizers chargeable on the contained K_2O in ore produced for those dispatched for making such Muriate of Potash.
17.	Molybdenum	Seven point five per cent. of London Metal Exchange Molybdenum metal price chargeable on the contained Molybdenum metal in ore produced.
18.	Platinum Group of Metals:	

	(i) Platinum and Palladium;	Four per cent. of London Bullion Market Association price chargeable on the Platinum and Palladium metals in ore produced;
	(ii) Rhodium, Iridium and Ruthenium;	Four per cent. of Johnson Matthey Precious Metals Management price chargeable on the Rhodium, Iridium and Ruthenium metals in ore produced
	(iii) Osmium:	Four per cent. of Osmium-Preis.com price chargeable on the Osmium metal in ore produced.
19.	Graphite: (i) With eighty per cent. or more fixed carbon (ii) With less than eighty per cent. Fixed carbon	Two per cent. of average sale price on <i>ad valorem</i> basis. Four per cent. of average sale price on <i>ad valorem</i> basis.
20.	Zirconium	One per cent. of the average sale price of Zirconium metal chargeable on the Zirconium metal contained in the ore produced.

EXPENDITURE ON ADVERTISEMENT BY GOVERNMENT

619. SHRI SHAFI PARAMBIL:

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

(a) the total amount spent by the government on advertisement during each of the last five years;

(b) the total amount spent by the State Government on advertisement during each of the last five years; and

(c) the total amount spent by the Union Government on advertisement in print and visual media?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (c) The Central Bureau of Communication (CBC) issues advertisements on behalf of various Union Ministries/Departments related to schemes/programmes and other initiatives of Government of India.

The advertisements related to newspapers are issued as per the Print Media Advertisement Policy, and to news channels as per the Audio Visual Policy guidelines. The advertisement are released as per the requirements of the client ministries/departments and the target audience of the campaigns.

The details of the expenditure incurred on these advertisements are available on the website of CBC i.e. www.davp.nic.in.

Details of the expenditures by State Governments on advertisements made are not maintained by the Government of India.

VERIFICATION OF BENEFICIARIES OF PMGKAY

620. SHRI RADHAKRISHNA:

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

(a) whether the Government is planning verification of beneficiaries under Pradhan Mantri Garib Kalyan Yojana (PMGKAY);

- (b) if so, the details thereof including the steps taken in this regard; and
- (c) the number of beneficiaries deleted or declared ineligible, during the last five years, State and year-wise?

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

(a) and (b) The Public Distribution System is operated under the joint responsibility of the Central and the State/UT Governments. As far as the operational responsibility is concerned, which includes allocation within State/UT, identification of eligible families, issue of Ration Cards, Aadhaar Seeding in Ration Cards, distribution of foodgrains to eligible beneficiaries and supervision of the functioning of Fair Price Shops etc., rests with the concerned State/UT Governments.

Further, during 2024–25, DFPD undertook a comprehensive data analytics exercise wherein multiple KPIs—such as beneficiaries aged over 100 years, silent ration cards, duplicate ration cards and beneficiaries below 18 years with single-member ration cards—were applied to the PDS database. This database was also cross-matched with datasets of other Ministries (Aadhaar, CBDT, MoRTH, MCA, and CBIC).

This exercise flagged approximate 8.51 Crore beneficiaries (2024 to 2025) and list of these flagged beneficiaries were shared with the respective State/UTs for conducting field verification and to take necessary action as deemed fit on these cases. Till date, the respective States/UTs have deleted 2.12 Crore beneficiaries of the above flagged beneficiaries, thus making space

for eligible waitlisted beneficiaries.

(c) As an outcome of the use of technology in Targeted Public Distribution System (TPDS) operations, i.e., digitization of ration cards/beneficiary databases, Aadhaar seeding, de-duplication process, identification of duplicates, ineligible records, deaths, permanent migration of beneficiaries, etc. all States/UTs have been able to weed-out approx. 2.25 crore ration cards between 2021 to 2025 (till date) in order to achieve rightful targeting. A statement showing deleted Ration Cards is given in the enclosed **Statement**.

STATEMENT

States/UTs-wise deleted Ration Cards (2021-25)

Sl.	State/UT	2021	2022	2023	2024	2025(till date)
1	Andhra Pradesh	13,128	30,94,232	52,610	49,215	50,681
2	Andaman And Nicobar Islands	196	950	47	512	102
3	Arunachal Pradesh	-	1,151	328	268	1,128
4	Assam	11,120	28,590	38,590	1,61,516	24,381
5	Bihar	15,678	1,61,809	4,49,525	16,86,266	1,49,043
6	Chandigarh	-	684	2,291	207	2,401
7	Chhattisgarh	10,400	20,715	29,108	57,371	60,496
8	Dadar& Nagar Haveli & Daman	2,454	73	1	151	1,101

	& Diu					
9	Delhi	448	116	3,686	61,292	11,438
10	Goa	805	2,117	5,801	166	3,467
11	Gujarat	2,19,151	1,32,519	1,35,362	30,889	69,102
12	Haryana	-	1,96,174	8,49,972	3,28,557	13,43,474
13	Himachal Pradesh	2,538	3,299	7,551	9,673	7,400
14	Jammu And Kashmir	33,677	2,927	5,403	4,767	3,036
15	Jharkhand	-	75,137	29,771	6,374	67,730
16	Karnataka	42,558	48,477	74,401	27,105	50,594
17	Kerala	1,04,511	41,998	40,800	11,555	7,261
18	Ladakh	614	30	58	615	764
19	Lakshadweep	33	38	89	88	32
20	Madhya Pradesh	9,93,704	98,186	4,96,092	7,04,848	2,60,285
21	Maharashtra	36,119	1,44,985	2,01,676	1,74,342	1,33,469
22	Manipur	9,411	30,493	9,684	7,215	6,515
23	Meghalaya	-	402	1,612	449	102
24	Mizoram	1,637	3,617	4,115	2,548	742
25	Nagaland	-	3,428	3,177	3,924	1,347
26	Odisha	-	64,122	31,240	19,420	1,21,134

27	Puducherry	1,731	538	847	898	763
28	Punjab	3,305	1,52,497	1,23,722	7,520	2,290
29	Rajasthan	1,35,283	2,65,390	26,386	1,03,444	6,05,826
30	Sikkim	-	458	-	604	2,116
31	Tamil Nadu	2,00,942	86,150	73,875	63,905	33,339
32	Telangana	-	4,988	34,064	3,424	1,40,947
33	Tripura	1,100	1,254	800	467	4,334
34	Uttar Pradesh	7,19,213	9,99,100	7,00,138	8,41,123	5,97,012
35	Uttarakhand	49,712	66,627	9,691	4,589	3,014
36	West Bengal	2,93,326	6,47,003	7,56,860	5,09,952	3,74,519
	Total	29,02,794	63,80,274	41,99,373	48,85,259	41,41,385

OPERATIONAL FORECASTING AND MONITORING MECHANISMS

621. DR. VINOD KUMAR BIND:
SHRI BIBHU PRASAD TARAI:

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

- (a) the details of methodology and tools currently used by India Meteorological Department (IMD) to provide seasonal prediction of monsoon rainfall;
- (b) the percentage of accuracy of IMD's operational forecasting for the 2025 SW Monsoon season rainfall;
- (c) the details of the performance of IMD's operational seasonal forecasting

since multi-model ensemble forecasting was implemented;

- (d) the steps taken by the Government in improving the monitoring & forecasting of the weather and climate hazard; and
- (e) the various weather and climate services provided by IMD for south Asian countries?

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) Currently, the India Meteorological Department (IMD) is using both the statistical forecasting system and the newly developed Multi-Model Ensemble (MME) forecasting system for issuing monthly and seasonal operational forecasts for the southwest monsoon rainfall over the country. The MME forecasting system is based on the coupled global climate models (CGCMs) from various global climate prediction centers, including IMD's Monsoon Mission Climate Forecasting System (MMCFS) model. These systems provide probabilistic forecasts of rainfall and temperature at various spatial and temporal scales, including all-India, regional, and sub-divisional levels.
- (b) IMD's operational qualitative forecast for the 2025 Southwest Monsoon season rainfall (June to September) over the country as a whole issued during both the first stage (issued on 15th April) and second stage forecast

(issued on 27th May), was above normal (i.e., 105 to 110% of LPA of the Long Period Average (LPA)). Quantitatively, the IMD forecast for the 2025 south-west monsoon season rainfall issued during the first and second stage forecasts were 105% of LPA with a model error of $\pm 4\%$ and 106% of the LPA with a model error of $\pm 4\%$ respectively. The realised 2025 seasonal monsoon rainfall over the country as a whole was 108% of its LPA. Thus, the realised seasonal rainfall for 2025 was within the forecast limits, and both the first and second stage forecasts were accurate. Further details on the verification of monthly and region-wise forecasts are given in the enclosed **Statement-I** which clearly demonstrates that these forecasts were accurate for the 2025 season.

- (c) Due to the implementation of the Multi-Model Ensemble-based forecasting strategy in 2021, the accuracy of monsoon predictions has shown marked improvement. During the period 2021–2024, the average absolute error in the operational forecast was 2.28% of the LPA, while the average absolute error during the preceding four years (2017–2020) was significantly higher, at 7.5% of the LPA. Overall, the All-India south-west monsoon rainfall forecasts (June–September) during 2021–2024 were notably more accurate. A summary of various forecasts issued during the monsoon season, along with their verification over the last 5 years since 2021, is given in the enclosed **Statement-II**.
- (d) Various steps have been taken by the Government for improving the monitoring & forecasting of the weather and climate hazards. There has

been a significant improvement in the satellite, RADAR-based monitoring system, surface and other observational networks, and forecasting capability over the past decade.

- The number of Rainfall monitoring stations increased from 3980 in 2015 to 6727 in 2025.
- Satellite and RADAR-based monitoring has increased manifold. Currently, 6 Channels in INSAT 3-D are providing 30-minute gap cloud pictures and water vapour, wind-related products at a very high resolution of up to 1 km. In 2014, a total of 15 DWRs were operational across India, while in 2024-2025, a total of 45 DWRs are functional at real time- a 3-times increase has been noted.
- IMD currently is equipped with a Decision Support System (DSS) based real time multi-hazard impact based early warning system (EWS) which integrates all types of real time and historical data, NWP products, etc to effectively Monitor, detect and provide timely forecasts and impact based warnings with suggested actions upto districts and city/station levels against all types of extreme weather events such as heavy rainfall events, floods, droughts etc. IMD has Met Centres (MCs) in each State and also special centers like Cyclone Warning Centers and Flood Meteorological Offices available for each impacted states, which provides services during cyclones and heavy rainfall Seasons round the clock, respectively.

- Besides a seamless forecast system with implementation of new model products, which has helped improvement of real-time ERF and Monthly and seasonal forecasts as discussed in (a), Heavy rainfall warning is currently issued up to 7 days in advance as compared to 5 days in advance during 2014. Nowcasting is currently issued for each district and location/city, in contrast to a few cities and districts in 2014. Also, Impact Based Forecast (IBF) and risk-based warning up to district levels have been introduced since 2019.
- Earlier, till 2014, it was issued at the sub-division level. From 2022, it is issued at the sub-division, District, and station levels, and is updated twice a day.
- Quantitative Precipitation Forecast (QPF): Validity of QPF was for 2 days and outlook for the subsequent 3 days in 2014. Presently, Validity is for the next 7 days.
- The Ministry had launched an ambitious and well-resourced research programme on a Mission mode, called the Monsoon Mission. The first phase of the mission was implemented during 2012-2017, and the second phase (2017-25) is underway. Through this mission, India has also augmented its capability of a High-Performance Computing (HPC) system for supporting meteorological services, which is close to 22 petaflops capacity now, and it is the backbone of the monsoon research and operational services in the country. India has the fourth-

best computing facilities in the world for weather and climate services.

- (e) IMD is one of the founder members of the World Meteorological Organisation (WMO) and supports various countries through exchange of observations, model guidance, weather & climate forecast, knowledge sharing, and capacity building initiatives. Various weather and climate services provided by IMD to South Asian Countries including Afghanistan, Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan, and Sri Lanka are given below: IMD acts as one among the five Regional Specialised Meteorological Centres (RSMC) established as part of the WMO Tropical Cyclone Programme (TCP) for promoting and coordinating the planning and implementation of measures to mitigate tropical cyclone disasters in respective region. As RSMC, IMD provides daily guidance for cyclonic disturbances over the North Indian Ocean, weekly extended range outlook and 3 hourly bulletins during cyclones. It acts among 6 Tropical Cyclone Advisory Centre (TCAC) globally to provide cyclone advisories to Asia Pacific countries and Middle East countries for civil aviation as per International Civil Aviation Organisation guidelines.

IMD is also leading WMO's Severe Weather Forecasting Project (SWFP) – South Asia. It provides daily severe weather guidance on heavy rainfall, strong wind, storm surge, high waves, and cyclonic disturbances to 9 member countries, including Thailand, Myanmar, Bangladesh, Nepal, Bhutan, India, Sri Lanka, Maldives, and Pakistan,

through a dedicated webpage and email. It also provides training to Forecasters of member countries. IMD is also leading WMO's Advisory Group on Severe Weather Forecasting. It also acts as South Asia Flash Flood Guidance WMO's Regional Centre for Flash Flood Guidance at sub catchment scale over the South Asian region (Nepal, Bhutan, Bangladesh, Sri Lanka & India) with focus on hilly regions, steep terrains and urban centres. It provides guidance on impact-based flood warning, urban flood warning, riverine/channel routing, etc. IMD, Pune office currently has been acting as one of the 7 WMO's Regional Climate Centres and is involved in providing Long Range Forecast (LRF), climate monitoring, data services, and training to support regional and national climate services. India acts as the RCC for the Third Pole region.

STATEMENT-I

Monthly and Homogenous-wise Forecasts of Southwest Monsoon 2025:

The monthly monsoon rainfall for the country as a whole was predicted to be >108% of Long Period Average (LPA) for June, >106 % of LPA for July, 94 to 106 % of LPA for August, and >109 % of LPA for September. The realised monthly rainfall over the country as a whole was 109% of LPA in June, 105% in both July and August, and 115% of LPA in September. Hence, the monthly rainfall forecasts were accurate for the southwest monsoon of 2025.

The southwest monsoon seasonal (June to September 2025) rainfall was forecasted to be above-normal over Central India and South Peninsular India

(>106% of LPA), above normal over Northwest India (>108% of LPA), and below normal over Northeast India (<94% of LPA). The southwest monsoon seasonal rainfall over the monsoon core zone, consisting of most of the rainfed agriculture areas in the country, was most likely to be above Normal (>106% of LPA). The observed rainfall over Northwest India, Central India, Northeast India, South Peninsula, and Monsoon Core Zone were 27%, 15%, -20%, 10% and 22% of the LPA, respectively. The seasonal forecast issued for homogeneous regions during the season was within the range of the forecast, except for Northwest India.

STATEMENT-II

A summary of various forecasts issued during the monsoon season, along with their verification over the last 5 years since 2021

YEAR	All India Monsoon Rainfall (LPA)		
	Actual (%)	Forecast (%)	Remark
2021	100	101	Accurate
2022	106	103	Accurate
2023	95	96	Accurate
2024	108	106	Accurate
2025	108	106	Accurate
***Model error $\pm$ 4% of LPA			

MODERNIZATION OF FOOD DISTRIBUTION

622. SHRI ARUN NEHRU:

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

- (a) the steps taken by the Government to modernize food distribution, storage and logistics infrastructure in Tamil Nadu to reduce post-harvest losses and control food inflation;
- (b) whether the Government proposes to expand smart and climate-resilient agriculture practices in Tamil Nadu to increase food production and ensure price stability and if so, the details thereof; and
- (c) whether the Government plans to increase investment in food-processing industries in Tamil Nadu to reduce wastage and stabilize prices 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) Department of Food & Public Distribution (DFPD), has taken following initiatives to modernize food distribution, storage & logistics infrastructure in the country including Tamil Nadu:

Public Distribution System (PDS) Reforms:

Under PDS reforms, ration cards/beneficiaries database have been completely (100%) digitized in all States/UTs, transparency portal and online grievance redressal facility/Toll-free number have been implemented in all States/UTs. Further online allocation has been implemented in all States/UTs (except UTs of Chandigarh, Puducherry and urban areas of Dadra & Nagar Haveli which have adopted DBT Cash Transfer scheme) and supply chain has been computerized in 31 States/UTs.

Further, this Department is implementing “Scheme for Modernisation and

Reforms through Technology in Public Distribution System (SMART-PDS)" Scheme to strengthen the technology infrastructure in Public Distribution System (PDS) to lead the technology driven reforms and transformative change in the entire PDS ecosystem covering NFSA and State schemes. This Scheme includes four modules namely (i) Food Grains Procurement, (ii) Supply Chain Management/ Allocation of Grains, (iii) Ration Cards Management System & Fair Price Shop Management and (iv) Biometric Based Grains Distribution Module (eKYC).

Storage Related Reforms:**(i) Smart Warehouse Project:**

Department is in the process of converting 150 owned Depots of Food Corporation of India (FCI) to smart warehouses on pilot basis. Besides, all the food grain depots of Central Warehousing Corporation (CWC) are also covered under smart warehouse project.

Under this project, traditional depots are converted in smart warehouses which are equipped with different sensors like smoke sensors, fire sensors & gate opening sensor etc. for monitoring key parameters such as CO₂, phosphine levels, fire hazards, humidity, unauthorized entry and temperature on real time basis.

This initiative is to ensure real-time visibility, timely intervention, data-driven decision-making & standardized operations across all depots contributing to ensure safe, secure, and efficient food grain storage and distribution.

(ii) Anna Darpan Project:

The Department has initiated the development of “ANNA DARPAN” a next generation, microservices- based integrated supply chain management system. The system designed to streamline operations across Mandis, Mills, Depots and all administrative levels. The Anna Darpan project pilot has been launched in 108 Depots on 18.11.2025.

(iii) Transformation of FCI:

For the upgradation of FCI owned godowns, the Department has allocated the capital budget under ‘**Transformation of FCI**’ initiative, which was started in FY 2023-24. The budget received under this initiative is primarily used for replacements of old damaged Bituminous (BT) roads by Cement Concrete (CC) roads, replacement of old damaged Asbestos Cement (AC) sheet roofs with pre color coated Galvanised Iron profile roof sheets, upgradation of lighting system and installation of Diesel Generator Set as power backup at food storage godowns.

(iv) Depot Darpan Portal

Depot Darpan Portal is a digital platform launched by this Department to enhance the monitoring, transparency and efficiency of food-grain storage depots under PDS.

This Portal uses a composite scoring system, assessing depots on two broad categories: Infrastructure and Operational Parameters. Based on the scores, each depot receives a star rating, which is meant to provide a quick assessment of depot performance. Validation of data is built into the process via

100% supervisory officer verification and some random third-party audits to ensure reliability.

(v) “Anna Chakra” PDS Supply Chain Optimization Tool:

Department of Food and Public Distribution (DFPD) has implemented “Anna Chakra” tool for PDS Supply Chain Optimization. The tool is designed to streamline the PDS supply chain, improving efficiency, cutting carbon emissions, and reducing overall costs while supporting 81 crore vulnerable citizens. Early results are encouraging, transportation costs are estimated to be reduced by nearly Rs. 250 crore annually. Using state-specific algorithms, the system optimizes routing based on warehouse locations, storage capacities, and road distances, achieving a 15 to 50% reduction in transport distances.

"Anna Chakra" Inter-state Route optimization tool :

Inter-state movement optimization has been undertaken to streamline and enhance the interstate movement operations of foodgrains, primarily by rail, undertaken by the Food Corporation of India (FCI). These movements are planned to meet Public Distribution System (PDS) requirements in consuming states while simultaneously managing storage space in procuring or surplus regions. The daily planning and execution of these operations is carried out by FCI using the tool developed for this purpose.

(b) Indian Council of Agricultural Research (ICAR) is implementing a project- National Innovations in Climate Resilient Agriculture (NICRA) that studies the impact of climate change on agriculture, conducts district level risk and vulnerability assessment of agriculture to future climate change. Under the

project, risk and vulnerability assessment of agriculture to climate change has been carried out at district-level for 651 predominantly agricultural districts as per Intergovernmental Panel on Climate Change (IPCC) protocols. 310 districts were identified as vulnerable out of which 109 districts have been categorized as 'very high' and 201 districts as 'highly' vulnerable. For enhancing the resilience and adaptive capacity of farmers to climate variability, location-specific climate resilient technologies such as system of rice intensification, aerobic rice, direct seeding of rice, zero till wheat sowing, cultivation of climate resilient varieties tolerant to extreme weather conditions such as drought and heat; in-situ incorporation of rice residues etc. have been demonstrated under the project through KVKs in 448 Climate Resilient Villages. Capacity building for establishing village level seed banks and community nurseries is being undertaken under NICRA project that enables availability of seeds in the adopted villages. Drought and flood tolerant climate-resilient varieties of rice, wheat, soybean, mustard, chickpea, sorghum, gram, and foxtail millet were demonstrated in several NICRA villages. Besides, training programmes are conducted under Agricultural Technology Management Agency (ATMA) on various issues of agricultural practices including creation of awareness on using quality seeds among the farmers. Over the past decade (2014–2024), ICAR released 2,900 crop varieties, of which 2,661 are tolerant to one or more biotic or abiotic stresses. More than 14,407 training programmes have been organized, covering 5.14 lakh farmers to promote adoption of climate-resilient technologies.

(c) Ministry of Food Processing Industries (MoFPI) implements Central Sector Umbrella Scheme-Pradhan Mantri Kisan Sampada Yojana (PMKSY) since 2016-17 to create post-harvest infrastructure and processing facilities to boost the overall development of the food processing sector including reduction in post-harvest losses, enhancing value addition etc. The component schemes under PMKSY are (i) Mega Food Parks (the component has been discontinued with effect from 01.04.2021 with provision for committed liabilities only) (ii) Integrated Cold Chain and Value Addition Infrastructure, (iii) Infrastructure for Agro-processing Clusters, (iv) Creation of Backward and Forward Linkages (The component has been discontinued from 1st April 2021) (v) Creation / Expansion of Food Processing & Preservation Capacities and (vi) Operation Greens. MoFPI provides credit linked financial assistance (capital subsidy) in the form of grants-in-aid to entrepreneurs for setting up of food processing/preservation infrastructure which, inter-alia, includes cold storages to minimize post-harvest losses.

Additionally, MoFPI implements schemes viz. Prime Minister Formalization of Micro Food Processing Enterprises (PMFME) and Production Linked Incentive Scheme for Food Processing Enterprises which aim for overall development of food processing sector, including creation of modern infrastructure with efficient supply chain management from farm gate to retail outlet, providing better returns to farmers, creation of employment opportunities, increasing the processing level and enhancing the export of the processed foods.

Through these schemes, MoFPI aims to enhance level of food processing which helps in increasing shelf life, enhancing availability of food across regions throughout the year, thus helping in stabilizing food prices

RARE EARTH AND CRITICAL MINERALS IN ANDHRA PRADESH

623. SHRI P. V. MIDHUN REDDY:

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

- (a) whether the Government has identified rare earth and critical mineral deposits in coastal and tribal regions of Andhra Pradesh;
- (b) the details of exploration undertaken;
- (c) whether Private or PSUs have been granted mining rights, if so, the details thereof; and
- (d) whether the Government is planning to establish a processing facility in the State, if so, the details thereof?

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

(a) and (b) Yes. Since 2022-23, the Geological Survey of India, an attached office of the Ministry of Mines, has taken up 38 mineral exploration projects for critical mineral commodities such as molybdenum, graphite, cobalt, lithium, Phosphorite etc. in different districts of Andhra Pradesh including Vizianagaram, Nellore, Srikakulam, West Godavari etc. and has augmented resources for critical minerals such as graphite, tungsten, cobalt and cadmium in East Godavari, Alluri Sitharama Raju, Anantapur, Vizianagaram and YSR (Kadapa)

districts. The details are given in the enclosed **Statement**.

Further, the National Mineral Exploration and Development Trust (NMEDT) has approved 17 mineral exploration projects in Andhra Pradesh which includes 03 projects of critical minerals located in YSR (Kadapa), Prakasam, and Alluri Sitharama Raju districts.

(c) The Ministry of Mines has granted previous approval of Central Government under Section 5(1) of the MMDR Act, 1957 for grant of mining lease for Beach Sand Minerals (BSM) in Andhra Pradesh for following blocks.

SI No	Area	Name of PSU/Corporation	Date of approval
1	670.77 Ha and 239.08 Ha. Gara Mandal of Srikakulam District	Andhra Pradesh Mineral Development Corporation (APMDC)	19.05.2023
2	90.15 Ha. Bhimunipatnam Deposit, Visakhapatnam District	APMDC	14.06.2022

Further, Letter of Intent (LoI) has been issued for grant of composite licence to Hindustan Zinc Limited on 15.05.2025 for Balepalyam Tungsten Block, Anantapur District.

(d) The Government of Andhra Pradesh has taken up with investors to establish critical mineral processing facilities at Visakhapatnam and Machilipatnam.

STATEMENT**Critical mineral resource augmented by GSI for Andhra Pradesh since
2022-23**

Sl. No.	District	Field Season	Commodity	Block	UNFC Stage	Resource (in Million Tonne)	Grade
1	Anantapur	2022-23	Tungsten ore	Balepalyam	G3	0.0794	0.09% avg. grade of WO ₃ at 0.03% cut-off
2	Vizianagaram	2022-23	Cobalt ore	Gadabavalasa	G3	0.066	390.33 ppm avg. grade at 200 ppm Co cut-off
3	Vizianagaram	2022-23	Cobalt ore	Gumpamkonda	G2	0.63	Avg. Co grade 360 ppm at 200ppm Co cut-off
4	YSR (Kadapa)	2022-23	Cadmium ore	Jaukulapalle	G2	0.7	151.67 ppm Cd avg. grade at 100 ppm cut-off
5	Alluri Sitharama Raju	2023-24	Graphite ore	Ulla	G3	0.625	Avg. grade of 9% FC at 2% cut-off

उपभोक्ता सुरक्षा**624. श्री दर्शन सिंह चौधरी:**

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

(क) उपभोक्ता सुरक्षा को मजबूत बनाने और उपभोक्ता की शिकायतों का बेहतर समाधान

सुनिश्चित करने के लिए क्या कदम उठाए गए हैं; और

(ख) उपभोक्ताओं को उनके अधिकारों के बारे में जागरूक करने और उन्हें धोखाधड़ी, भ्रामक विपणन और खराब गुणवत्ता वाले उत्पादों से बचाने के लिए क्या पहल की जा रही हैं?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री; तथा सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री बी. एल. वर्मा):

(क) और (ख) उपभोक्ता मामले विभाग प्रगतिशील कानून बनाकर उपभोक्ता संरक्षण और उपभोक्ताओं के सशक्तीकरण के लिए लगातार काम कर रहा है। वैश्वीकरण, प्रौद्योगिकियों, ई-कॉमर्स बाजारों आदि के नए युग में उपभोक्ता संरक्षण को नियंत्रित करने वाले ढांचे को आधुनिक बनाने के उद्देश्य से उपभोक्ता संरक्षण अधिनियम, 1986 को निरस्त कर दिया गया और उपभोक्ता संरक्षण अधिनियम, 2019 अधिनियमित किया गया।

नए उपभोक्ता संरक्षण अधिनियम, 2019 की मुख्य विशेषताएं हैं: केंद्रीय उपभोक्ता संरक्षण प्राधिकरण (सीसीपीए) की स्थापना; उपभोक्ता आयोगों में न्याय निर्णय प्रक्रिया का सरलीकरण जैसे कि उपभोक्ता आयोगों के आर्थिक क्षेत्राधिकार को बढ़ाना, लेन-देन के स्थान पर ध्यान दिए बिना उपभोक्ता के कार्य/निवास के स्थान पर क्षेत्राधिकार रखने वाले उपभोक्ता आयोग से ऑनलाइन शिकायत दर्ज करना, सुनवाई के लिए वीडियो कांफ्रेंसिंग, यदि शिकायत दर्ज करने के 21 दिनों के भीतर स्वीकार्यता तय नहीं होती है तो शिकायतों की स्वतः स्वीकार्यता; उत्पाद दायित्व का प्रावधान; मिलावटी उत्पादों/नकली वस्तुओं के निर्माण/बिक्री के लिए दंड का प्रावधान; ई-कॉमर्स और प्रत्यक्ष बिक्री में अनुचित व्यापार प्रथाओं की रोकथाम के लिए नियम बनाने का प्रावधान।

उपभोक्ता संरक्षण अधिनियम, 2019 में जिला, राज्य और राष्ट्रीय स्तर पर त्रि-स्तरीय अर्ध-न्यायिक तंत्र का प्रावधान है, जिसे आम तौर पर उपभोक्ताओं के अधिकारों की सुरक्षा और अनुचित व्यापार प्रथाओं से संबंधित विवादों सहित उपभोक्ता विवादों का सरल और त्वरित निवारण प्रदान करने के लिए “उपभोक्ता आयोग” के रूप में जाना जाता है। उपभोक्ता आयोगों को विशिष्ट प्रकृति की राहत देने और जहां भी उचित हो, उपभोक्ताओं को मुआवजा देने का अधिकार है।

उपभोक्ताओं को ई-कॉमर्स में अनुचित व्यापार प्रथाओं से बचाने के लिए, उपभोक्ता मामले विभाग ने उपभोक्ता संरक्षण अधिनियम, 2019 के प्रावधानों के तहत उपभोक्ता संरक्षण (ई-कॉमर्स) नियम, 2020 को भी अधिसूचित किया है। ये नियम अन्य बातों के साथ-साथ ई-कॉमर्स संस्थाओं की जिम्मेदारियों को रेखांकित करते हैं और ग्राहक शिकायत निवारण के प्रावधानों सहित मार्केटप्लेस और इन्वेंट्री ई-कॉमर्स संस्थाओं की देनदारियों को विनिर्दिष्ट करते हैं।

उपभोक्ता संरक्षण अधिनियम, 2019 के प्रावधानों के तहत, केंद्रीय उपभोक्ता संरक्षण प्राधिकरण जो एक कार्यकारी एजेंसी है, 24.07.2020 को अस्तित्व में आया। इसे हस्तक्षेप करने, अनुचित व्यापार प्रथाओं से होने वाले उपभोक्ता नुकसान को रोकने और क्लास एक्शन शुरू करने के लिए बनाया गया है, जिसमें उत्पादों को वापस मंगाना, वापस करना और रिफंड शामिल है। इसका मुख्य कार्य जनता के हित के लिए हानिकारक झूठे या भ्रामक विज्ञापनों को रोकना और विनियमित करना है।

सीसीपीए ने 9 जून, 2022 को भ्रामक विज्ञापनों की रोकथाम और भ्रामक विज्ञापनों के पृष्ठांकन के लिए दिशानिर्देश, 2022 को भी अधिसूचित किया है। ये दिशानिर्देश अन्य बातों के साथ-साथ प्रावधान करते हैं; (क) किसी विज्ञापन को वैध और गैर-भ्रामक मानने की शर्तें; (ख) लुभावने विज्ञापन और मुफ्त दावा विज्ञापनों के मामले में अनुपालन की जाने वाली शर्तें; और, (ग) विनिर्माता, सेवा प्रदाता, विज्ञापनकर्ता और विज्ञापन एजेंसी के कर्तव्य। इन दिशानिर्देशों में कहा गया है कि विज्ञापनों के पृष्ठांकन के लिए सम्यक तत्परता बरतना आवश्यक है, ताकि किसी भी विज्ञापन में पृष्ठांकन, उस व्यक्ति, समूह या संगठन की वास्तविक, यथोचित वर्तमान राय को प्रतिबिंबित करे, तथा दर्शाए गए सामान, उत्पाद या सेवा के बारे में पर्याप्त जानकारी या अनुभव पर आधारित हो, तथा किसी भी प्रकार से भ्रामक न हो।

उपभोक्ता संरक्षण अधिनियम, 2019 की धारा 18 द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, सीसीपीए ने ई-कॉमर्स क्षेत्र में पहचाने गए 13 विशिष्ट डार्क पैटर्न की रोकथाम और विनियमन के लिए 30 नवंबर, 2023 को “डार्क पैटर्न का निवारण और विनियमन के लिए मार्गदर्शक सिद्धांत, 2023”

जारी किए हैं। इन डार्क पैटर्न में झूठी तात्कालिकता, बास्केट स्नीकिंग, कन्फर्म शेमिंग, जबरन कार्रवाई, सब्सक्रिप्शन ट्रैप, इंटरफेस हस्तक्षेप, बेट और स्विच, ड्रिप मूल्य निर्धारण, प्रच्छन्न विज्ञापन, नैगिंग, ट्रिक वर्डिंग, एसएएस बिलिंग और रोग मैलवेयर शामिल हैं। इसके अलावा, 5 जून, 2025 को सीसीपीए ने “एक निष्पक्ष, नैतिक और उपभोक्ता-केंद्रित डिजिटल पारिस्थितिकी तंत्र बनाने के लिए ई-कॉमर्स प्लेटफॉर्म द्वारा अपने प्लेटफॉर्म पर डार्क पैटर्न का पता लगाने के लिए स्व-ऑडिट संबंधी एडवाइज़री” जारी की थी।

उपभोक्ता संरक्षण को और सुदृढ़ बनाने के लिए, सीसीपीए ने 'ग्रीनवाशिंग और भ्रामक पर्यावरणीय दावों की रोकथाम और विनियमन के लिए दिशानिर्देश, 2024' (15 अक्टूबर, 2024 से प्रभावी) को अधिनियमित किया, जिसमें पर्यावरणीय दावों में पारदर्शिता को अनिवार्य किया गया और 'कोचिंग क्षेत्र में भ्रामक विज्ञापनों की रोकथाम के लिए दिशानिर्देश, 2024' (13 नवंबर, 2024 से प्रभावी) को अधिनियमित किया, जिसमें कोचिंग संस्थानों के झूठे दावों, अतिरंजित सफलता दरों और अनुचित प्रथाओं को संबोधित किया गया।

उपभोक्ता मामले विभाग द्वारा संचालित राष्ट्रीय उपभोक्ता हेल्पलाइन (एनसीएच) देश भर के उपभोक्ताओं के लिए मुकदमेबाजी-पूर्व चरण में उनकी शिकायत निवारण हेतु एकल पहुंच बिंदु के रूप में उभरी है। उपभोक्ता देशभर से हिंदी, अंग्रेजी, कश्मीरी, पंजाबी, नेपाली, गुजराती, मराठी, कन्नड़, तेलुगु, तमिल, मलयालम, मैथिली, संथाली, बांग्ला, ओडिया, असमिया और मणिपुरी सहित 17 भाषाओं में टोल-फ्री नंबर 1915 के माध्यम से अपनी शिकायतें दर्ज करा सकते हैं। ये शिकायतें एकीकृत शिकायत निवारण तंत्र (इनग्राम), एक ओम्नी-चैनल आईटी सक्षम केंद्रीय पोर्टल पर विभिन्न चैनलों - व्हाट्सएप (8800001915), एसएमएस (8800001915), ईमेल (nch-ca@gov.in), एनसीएच ऐप, वेब पोर्टल (consumerhelpline.gov.in) और उमंग ऐप के माध्यम से अपनी सुविधानुसार दर्ज की जा सकती हैं। 1169 कंपनियां, जिन्होंने 'कन्वर्जेंस' कार्यक्रम के तहत एनसीएच के साथ स्वेच्छा से भागीदारी की है, इन शिकायतों का निवारण प्रक्रिया के अनुसार सीधे जवाब देती हैं और पोर्टल पर शिकायतकर्ता को फीडबैक प्रदान करती हैं।

एनसीएच के तकनीकी परिवर्तन ने इसकी कॉल-हैंडलिंग क्षमता को काफी हद तक बढ़ा दिया है। एनसीएच द्वारा प्राप्त कॉलों की संख्या अक्टूबर 2019 में 70,159 से अक्टूबर 2025 में 3,08,130 तक बढ़ गई है। यह तीव्र वृद्धि हेल्पलाइन में उपभोक्ताओं के बढ़ते भरोसे को दर्शाती है। इसी तरह, हर महीने दर्ज होने वाली शिकायतों की औसत संख्या 2017 में 37,062 से बढ़कर 2025 में 1,42,605 [31.10.2025 तक] हो गई है। इसके अतिरिक्त, व्हाट्सऐप के माध्यम से शिकायत पंजीकरण में भी तेजी आई है और इस प्लेटफॉर्म के माध्यम से दर्ज शिकायतों का प्रतिशत अक्टूबर 2023 में 11% से बढ़कर अक्टूबर 2025 में 30% हो गया है, जो डिजिटल संचार चैनलों के प्रति बढ़ती प्राथमिकता को दर्शाता है।

शिकायत निवारण को और बेहतर बनाने के लिए एक महत्वपूर्ण कदम उठाते हुए, एनसीएच ने एनसीएच 2.0 पहल के भाग के रूप में एआई-आधारित स्पीच रिकग्निशन, एक अनुवाद प्रणाली और एक एआई सक्षम चैटबॉट की शुरुआत की है। इन तकनीकी प्रगति का उद्देश्य शिकायत दर्ज करने की प्रक्रिया को अधिक सहज, कुशल और समावेशी बनाना है। एआई-संचालित स्पीच रिकॉग्निशन और अनुवाद प्रणाली उपभोक्ताओं को वॉयस इनपुट के माध्यम से शिकायत दर्ज करने में सक्षम बनाता है, जिससे मैनुअल हस्तक्षेप कम हो जाता है। एआई-सक्षम चैटबॉट वास्तविक समय में सहायता प्रदान करता है, शिकायत-निपटान प्रक्रियाओं को सुव्यवस्थित करता है और समग्र उपयोगकर्ता अनुभव में सुधार करता है। ये उन्नयन सुनिश्चित करते हैं कि विविध भाषाई पृष्ठभूमि के उपभोक्ताओं को शिकायत निवारण प्रणाली तक समान पहुंच प्राप्त हो।

राष्ट्रीय उपभोक्ता हेल्पलाइन (एनसीएच) की वेबसाइट को भी उन्नत किया गया है, ताकि यह मुकदमेबाज़ी पूर्व चरण में शिकायत निवारण चाहने वाले भारत भर के उपभोक्ताओं के लिए पहुंच का केंद्रीय बिंदु बन सके। इस वेबसाइट में उन्नत कार्यक्षमता, आधुनिक सुविधाएं और उपयोगकर्ता-केंद्रित डिज़ाइन के साथ बेहतर नेविगेशन शामिल है। इसमें उन्नत सुविधाएं शामिल हैं, जो शिकायत निवारण में तेज़ी लाती हैं और उपयोगकर्ता को अधिक कुशल अनुभव प्रदान करती हैं।

उपभोक्ता मामले विभाग ने राष्ट्रीय उपभोक्ता हेल्पलाइन (एनसीएच) को नेक्स्ट-जन जीएसटी

सुधार 2025 के साथ संरेखित करने के लिए कदम उठाए हैं और संशोधित जीएसटी दरों एवं छूटों से संबंधित उपभोक्ता प्रश्नों और शिकायतों के समाधान हेतु एनसीएच पर एक समर्पित जीएसटी शिकायत निवारण श्रेणी शुरू की है। हेल्पलाइन के टोल-फ्री नंबर 1915 पर 15 भाषाओं में एक इंटरैक्टिव वॉयस रिस्पॉन्स सिस्टम (आईवीआरएस) भी शुरू किया गया है, ताकि कॉल पर प्रतीक्षा कर रहे उपभोक्ताओं को शिकायत दर्ज करवाने के दूसरे तरीकों के बारे में बताया जा सके। एनसीएच ने हेल्पलाइन पोर्टल पर मिली सभी शिकायतों का निपटान करने के लिए एक तंत्र स्थापित किया है। उपभोक्ता मामले विभाग “जागो ग्राहक जागो” अभियान के तहत उपभोक्ता जागरूकता उत्पन्न करने और उपभोक्ताओं को सशक्त बनाने के लिए “उपभोक्ता जागरूकता” नामक स्कीम का कार्यान्वयन कर रहा है। उपभोक्ता जागरूकता स्कीम के अंतर्गत विभाग लोकप्रिय सोशल मीडिया प्लेटफॉर्मों का उपयोग करके धोखाधड़ी, भ्रामक विपणन और निम्न गुणवत्ता वाले उत्पादों सहित विभिन्न उपभोक्ता-संबंधी मुद्दों पर जागरूकता उत्पन्न कर रहा है। उपभोक्ताओं में धोखाधड़ी, भ्रामक विपणन और निम्न गुणवत्ता वाले उत्पादों के बारे में जागरूकता फैलाने के लिए इन प्लेटफॉर्मों पर नियमित रूप से क्रिएटिव्स और वीडियो के रूप में इन्फोग्राफिक्स पोस्ट किए गए हैं।

NATIONAL TELECOM POLICY, 2025

625. DR. PRASHANT YADAORAO PADOLE:
ADV. GOWAAL KAGADA PADAVI:

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

- (a) whether the Government has approved the National Telecom Policy 2025 (NTP-25) which sets direction for universal connectivity, next-gen technologies (5G/6G, satellite, IoT) and manufacturing of telecom equipment and if so, the details thereof;
- (b) the number of licence applications, projects and spectrum allocations

scheduled under NTP-25 in Maharashtra, including in remote/tribal districts;

(c) whether any special allocation or scheme has been formulated to enhance digital connectivity (4G/5G/public Wi-Fi) in tribal/remote areas to ensure inclusion and if, so, the details thereof;

(d) the steps taken/being taken to incentivise domestic manufacturing of telecom & satellite equipment in backward districts to generate employment locally;

(e) the monitoring mechanism proposed to be put in place by the Government to track state- wise rollout, quality of service, under-served habitations and fund-utilisation; and

(f) the timeline by which the Government expects Country's telecom/digital sector to contribute at least 20 per cent of GDP within the next decade, as projected during the India Mobile Congress 2025 (IMC)?

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

(a) to (e) The National Telecom Policy 2025 (NTP-25) is presently under drafting stage. The NTP-25 is intended to set the intent, and strategic direction for the sector on the basis of which further course of action is planned which can be issue of authorization, sanction of project, etc. at the State or district level.-

The draft NTP-25 is expected to cover broad policy themes such as Universal and Meaningful Connectivity, Domestic Manufacturing, Ease of Living and Ease of Doing Business, etc.

Notwithstanding the ongoing formulation of NTP-25, the Government

continues to strengthen telecom connectivity-including in remote, rural and tribal areas under various schemes under Digital Bharat Nidhi (DBN) such as Amended BharatNet Program, 4G saturation of uncovered villages, and projects in Left Wing Extremism affected areas etc. Under various DBN-funded schemes, in rural areas of Maharashtra 2,644 towers have been planned covering 3,156 villages and to cover all GPs with fiber connectivity.

Further, the Government is promoting domestic manufacturing of telecom and networking equipment, including through the Production Linked Incentive Scheme, to enhance indigenous production and boost the local value-addition ecosystem.

(f) Currently the digital economy contributes about 12–14% of India's GDP, and is expected to rise to around 20% over the next decade, reflecting the increasing role of the telecom and digital sectors in economic growth, depending upon the various macro-economic factors including global economic trends, technology adoption cycles, private sector investments and infrastructure roll-out.

AI ETHICAL CERTIFICATION PROJECT

626. DR. NISHIKANT DUBEY:

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

(a) the steps taken/being taken by the Government to upskill the workforce in Artificial Intelligence (AI) governance and development to address challenges

posed by rapid AI adoption including potential job displacement;

(b) whether the AI Ethical Certification Project and Privacy Enhancing Strategy Project under the Ministry has established measurable objectives and timelines and if so, the details thereof; and

(c) the details of international collaborations or partnerships undertaken by the Government to co-develop ethical AI governance frameworks and standards?

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's AI strategy is based on the Hon'ble Prime Minister's vision to democratise the use of technology. It aims to address India-centric challenges, create economic and employment opportunities for all Indians.

AI ecosystem in India at present:

India has a strong information technology ecosystem. It generates annual revenues of more than 250 billion dollars and provides employment to more than 6 million people.

Global rankings such as Stanford AI index place India among the top countries in AI skills, capabilities, and policies to use AI. India is also the second-largest contributor to GitHub AI projects, showcasing its vibrant developer community.

India's AI strategy:

The government launched the IndiaAI mission in March 2024.

It is a strategic initiative to establish a robust and inclusive AI ecosystem aligned with India's development goals. It aims to develop a strong pool of AI-skilled

professionals and to strengthen regional AI innovation across the country

- 27 IndiaAI Data and AI Labs have been established in Tier-2 and Tier-3 cities, in collaboration with NIELIT
 - Imparts foundation-level courses on AI, data and related fields such as Data Annotation, Data Curation, Data Cleaning, Data Science, etc
- 174 ITIs and Polytechnics across 27 States/UTs approved for setting up additional IndiaAI Data and AI Labs
- AI capacity building through fellowships for PhD, postgraduate & undergraduate students; More than 228 fellowships awarded till date

Safe and Trusted AI

This pillar enables the implementation of Responsible AI projects, including the development of indigenous tools and frameworks, self-assessment checklists for innovators, and other guidelines and governance frameworks.

Eight Responsible AI Projects have been selected to address the need for robust guardrails to ensure the responsible development, deployment, and adoption of AI technologies.

The projects cover a range of critical themes, including Machine Unlearning, Synthetic Data Generation, AI Bias Mitigation, Ethical AI Frameworks, Privacy-Enhancing Tools, Explainable AI, AI Governance Testing, and Algorithm Auditing Tools.

AI Ethical Certification Project

- Project titled “NishPaksh: Tools for Assessing Fairness of AI Models”
- Led by IIIT Delhi in collaboration with Telecommunication Engineering

Centre (TEC), DoT

- Objective: develop tools and a software platform to assess and rate fairness of AI models as per TEC's fairness assessment standards
- Deliverables include
 - Open-source fairness assessment toolbox and APIs
 - Documentation, test frameworks and reports
- Intended users include industry, standards bodies and Government agencies

Privacy Enhancing Strategy Project

- Project "Robust Privacy-Preserving Machine Learning Models" is being led by IIT Delhi and supported by a consortium of academic and regulatory partners (IIIT Delhi, IIT Dharwad, TEC)
- Aims to develop robust, privacy-preserving distributed/federated learning methods and associated certification and test procedures suitable for deployment in Indian wireless and adversarial environments
- Advances federated learning, a technique that trains AI models without centralised data storage, while ensuring resilience against adversarial threats and communication challenges

India has positioned itself at the forefront of global AI cooperation through active participation in multilateral platforms such as the Global Partnership on AI (GPAI). It has previously served as the Council Chair, as well as through its leadership during the G20 Presidency in 2023.

In addition, India also co-chaired the Paris AI Action Summit 2024 with

France, underscoring its commitment to advancing inclusive, equitable, and innovation-friendly AI governance.

India is set to host the **India - AI Impact Summit 2026** from 16th to 20th February 2026 at Bharat Mandapam, New Delhi.

For the first time, the global series of AI summits will be hosted in the Global South, reflecting a decisive shift toward a more inclusive and representative global AI dialogue.

The Summit is structured around seven core pillars, including the Safe & Trusted AI pillar, which aims to advance the global adoption of responsible AI practices.

Under the IndiaAI Mission, MeitY has also released the **IndiaAI Governance Guidelines** on 5 November 2025. This comprehensive framework lays the foundation for safe, inclusive, and responsible AI deployment across sectors.

भारतीय खाद्य निगम का भंडार

627. श्रीमती कलाबेन मोहनभाई देलकर:

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

(क) क्या सरकार ने पिछले पांच वर्षों में भारतीय खाद्य निगम के भंडार में हुए खाद्यान्नों के नुकसान का आकलन किया है;

(ख) यदि हाँ, तो नुकसान का मूल्य सहित राज्य-वार, विशेषकर दादरा और नगर हवेली में वर्ष-वार, खाद्यान्नों-वार और भारतीय खाद्य निगम के गोदाम-वार ब्यौरा क्या है; और

(ग) पर्याप्त संख्या में भारतीय खाद्य निगम के गोदाम न होने के कारण हुए खाद्यान्नों के नुकसान का

ब्यौरा क्या है और भविष्य में ऐसे नुकसान को रोकने के लिए सरकार ने क्या कदम उठाए हैं?

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

(क) और (ख) जी हाँ। सरकार ने भारतीय खाद्य निगम (एफसीआई) के भंडार में खाद्यान्नों को हुए नुकसान का आकलन किया है। पिछले पाँच वर्षों में क्षतिग्रस्त खाद्यान्नों का वर्ष-वार और राज्य-वार विवरण निम्नानुसार है:

(आँकड़े टन में)

क्षेत्र	2020-21	2021-22	2022-23	2023-24	2024-25
बिहार	5	41	22	0	0.56
झारखंड	12	10	20	24	0
ओडिशा	1445	3	0	9	0.02
पश्चिम बंगाल	79	179	0	0	0.14
असम	28	7	0	0	0
एनईएफ	0	15	59	0	0
दिल्ली	34	62	13	0	2.83
हरियाणा	0	0	0	2511	0
जम्मू एवं कश्मीर	8	261	248	0	0.09
पंजाब	25	100	264	7746	91.04
राजस्थान	84	63	136	6	1.02
उत्तर प्रदेश	69	78	47	2	2254.32
उत्तराखंड	0	592	0	0	0
आंध्र प्रदेश	0	28	0	0	2.44
तेलंगाना	0	0	0	2	484.74
केरल	14	92	20	0	18.82
कर्नाटक	8	1	0	0	0
तमिलनाडु	0	0	0	7	3001.39
गुजरात	34	21	87	23	13.27
महाराष्ट्र	0	140	713	18	1985.68
मध्य प्रदेश	0	0	0	0	1.83
छत्तीसगढ़	6	0	0	0	0

(आंकड़े पूर्णांकित)

पिछले पांच वर्षों में क्षतिग्रस्त खाद्यान्नों के मौद्रिक मूल्य सहित मद-वार विवरण निम्नानुसार है:

वर्ष	वस्तु	क्षतिग्रस्त खाद्यान्न की उपार्जित मात्रा (लाख टन में)	उठान की मात्रा (डीसीपी राज्यों को छोड़कर)	उठान के लिए क्षतिग्रस्त खाद्यान्न का %	मूल्य करोड़ (रु. में)
2020-21	गेहूं	0.01	323.92	0.002	0.64
	चावल	0.01	364.64	0.004	2.13
2021-22	गेहूं	0.006	445.948	0.001	0.73
	चावल	0.011	320.133	0.003	1.78
2022-23	गेहूं	0.004	260.334	0.001	0.46
	चावल	0.012	415.492	0.003	2.06
2023-24	गेहूं	0.0564	246.784	0.023	6.688
	चावल	0.0470	223.935	0.021	7.796
2024-25	गेहूं	0.0067	195.187	0.003	0.814
	चावल	0.0718	259.550	0.028	13.059

दादरा और नगर हवेली में एफसीआई का कोई गोदाम नहीं है।

(ग) एफसीआई गोदामों की कमी के कारण केंद्रीय पूल का कोई भी खाद्यान्न क्षतिग्रस्त नहीं हुआ।

WHISTLEBLOWERS PROTECTION ACT, 2014

628. DR. SHARMILA SARKAR:

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

- (a) the salient features of Whistleblowers Protection Act, 2014 and the reasons for the delay in operationalising the same;
- (b) whether the Government intends to amend the Whistleblowers Protection Act and if so, the details thereof;
- (c) the timeline by which the Government plans to operationalise the

Whistleblowers Protection Act, 2014; and

(d) the details of measures put in place to protect whistleblowers in the interim?

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

(a) to (c) The Preamble to the statute reads as, "An Act to establish a mechanism to receive complaints relating to disclosure on any allegation of corruption or wilful misuse of power or wilful misuse of discretion against any public servant and to inquire or cause an inquiry into such disclosure and to provide adequate safeguards against victimisation of the person making such complaint and for matters connected therewith and incidental thereto."

The Whistle Blowers Protection Bill, 2011 was debated/passed by the Lok Sabha on 27.12.2011 and by the Rajya Sabha on 21.02.2014. It received the assent of the President on the 09.05.2014. The Whistle Blowers Protection Act, 2014 (No.17 of 2014) was published in the Gazette of India on 12th May 2014. In terms of the provisions under sub-section (3) of section 1 of the Act, the provisions of the Act shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint. No such notification has been made by the Government for the reason that the Act requires amendments aimed at safeguarding against disclosures affecting

sovereignty and integrity of India, security of the State, etc., before it is brought into force. To make these amendments to the Act, the Government introduced the Whistle Blowers Protection (Amendment) Bill, 2015 in the Lok Sabha on 11th May 2015 which was passed by the Lok Sabha on 13th May 2015 and transmitted to the Rajya Sabha. The Bill has since lapsed upon the dissolution of the Sixteenth Lok Sabha.

(d) The Whistle Blowers' Protection mechanism presently exists in the form of Public Interest Disclosure and Protection of Informers (PIDPI) Resolution, 2004 dated 21.04.2004 and the Central Vigilance Commission has been designated by the Central Government as the Agency to act on complaints from the "whistleblowers". The Commission has been entrusted with the responsibility of keeping the identity of the complainant confidential.

AVAILABILITY OF UNRESERVED COACHES AT BOTH ENDS OF TRAIN RAKES

629. SHRI RAJABHAU PARAG PRAKASH WAJE:

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

(a) whether it has taken cognisance of the fact that there are instances of train rakes having unreserved/GS coaches at only one end of the rake as opposed to earlier practice of having such coaches at both the ends of the rake;

(b) if so, the reason of the said changes;

(c) whether the Government has taken cognisance that people usually travelling by unreserved class have large luggage and if there are no GS coaches at both

the ends, they have to run from one end of the platform to other with luggage and family including kids which is not possible where train halt at a particular station is of short duration, if so, the details thereof; and

(d) whether the Government is making it mandatory to have at least some unreserved coaches at both the ends of a rake henceforth 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) Keeping in view the convenience of the general class/unreserved passengers, instructions have already been issued regarding attaching general class coaches at both ends in the trains, which are having general class/unreserved coaches. So far, most of the trains, having general class/unreserved coaches, have been provided with general class coaches at both ends. The balance trains, having general class coaches at one end, have been taken up for attaching it at both

डिपो दर्पण पहल

630. श्री दिलेश्वर कामैत:

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

(क) डिपो दर्पण पोर्टल के उद्देश्य और कार्य क्या हैं;

(ख) भारतीय खाद्य निगम (एफसीआई) और केंद्रीय भंडारण निगम (सीडब्ल्यूसी) डिपो में इसके कार्यान्वयन से अनुमानित वित्तीय बचत और राजस्व में वृद्धि होने की संभावना का ब्यौरा क्या है;

(ग) डिपो दर्पण पहल में इन्टरनेट ऑफ थिंग्स (आईओटी) सेन्सर्स और क्लोज्ड सर्किट टेलीविज़न

(सीसीटीवी) निगरानी जैसी उन्नत प्रौद्योगिकियों की भूमिका क्या है; और

(घ) संबंधित प्रौद्योगिकियां, खाद्यान्न डिपो में वास्तविक समय की निगरानी और बेहतर परिचालन दक्षता में किस प्रकार योगदान देती हैं?

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

(क) और (ख) डिपो दर्पण खाद्यान्न भंडारण डिपुओं की अवसंरचना और प्रचालन दक्षता को बढ़ाने के लिए एक डिजिटल स्व-मूल्यांकन और निगरानी प्लेटफॉर्म है।

भांडागारों का मूल्यांकन दो मुख्य श्रेणियों के आधार पर किया जाता है:

क. प्रचालनात्मक दक्षता (भारांक 60%): स्थान घेराव, लागत मीट्रिक जैसे पारगमन/भंडारण हानि, हैंडलिंग लागत, विलंब शुल्क और जन शक्ति पर व्यय।

ख. अवसंरचनात्मक दक्षता (भारांक 40%): सुरक्षा, प्रचालनात्मक, पर्यावरणीय और कानूनी पहलू शामिल।

- प्रत्येक श्रेणी का स्वतंत्र रूप से मूल्यांकन किया जाता है, और दोनों के समग्र अंश के आधार पर भांडागार को 5-स्टार रेटिंग प्राप्त होती है।
- इसका उद्देश्य भांडागार प्रबंधन, कार्यप्रणाली, सुरक्षा मानकों, अवसंरचना, भंडारण स्थितियों और वित्तीय प्रदर्शन की स्थिति पर स्व-मूल्यांकन हेतु एक तंत्र को संस्थागत बनाना है, जिससे मौजूदा कमियों को दूर करने में मदद मिलेगी।
- मोबाइल एप्लिकेशन भांडागारों की रेटिंग की निगरानी के लिए भारतीय खाद्य निगम/केंद्रीय भंडारण निगम/खाद्य और सार्वजनिक वितरण विभाग के वरिष्ठ अधिकारियों तक पहुँच प्रदान करता है।

प्रक्रिया की अक्षमताओं की पहचान करने और लक्षित हस्तक्षेपों को लागू करने के इस अभ्यास से एफसीआई के स्वयं के भांडागारों में बचत होने की और सीडब्ल्यूसी द्वारा प्रचालित खाद्यान्न भांडागारों में अतिरिक्त आय सृजित होने की संभावना है।

(ग) विभाग ने भारतीय खाद्य निगम के 150 गोदामों और केंद्रीय भंडारण निगम के सभी खाद्यान्न भंडागारों में स्मार्ट भंडागारण तकनीकों पर एक प्रायोगिक परियोजना शुरू की है, जिसमें वास्तविक समय में CO₂ और फॉस्फीन के स्तर, आग के खतरों, आर्द्रता, अनाधिकृत प्रवेश और तापमान जैसे प्रमुख मापदंडों की निगरानी के लिए सीसीटीवी निगरानी और सूचना प्रौद्योगिकी सेंसर शामिल हैं, ताकि खाद्यान्न भंडारण में सुरक्षा और दक्षता सुनिश्चित की जा सके। डिपो दर्पण को गोदामों में पहले से स्थापित स्मार्ट भंडागारण तकनीकों के साथ एकीकृत किया गया है।

(घ) सीसीटीवी और सूचना प्रौद्योगिकियाँ निम्नलिखित सुनिश्चित करके डिपो प्रचालन में बदलाव लाती हैं:-

- i. वास्तविक समय दृश्यता
- ii. समय पर हस्तक्षेप
- iii. डाटा-आधारित निर्णय लेना
- iv. सभी डिपो में मानकीकृत प्रचालन

ये प्रगति सीधे तौर पर सुरक्षित, संरक्षित और कुशल खाद्यान्न भंडारण और वितरण सुनिश्चित करने में योगदान करती हैं।

28NM FAB PROJECT

631.DR. HEMANG JOSHI:

SHRI NABA CHARAN MAJHI:

SHRIMATI KAMALJEET SEHRAWAT:

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

(a) the current status of the first 28nm fab project and its expected date of commercial production;

- (b) the manner in which the Government is expediting the clearance process for new proposals under the Semicon India Programme;
- (c) whether the Government has achieved the target for domestic chip design startups under the Design Linked Incentive scheme and if so, the details thereof;
- (d) the details of plans for developing the skilled workforce needed for the assembly, testing and packaging; and
- (e) whether the Ministry of Electronics and Information Technology (MeitY) is securing the supply of crucial chemicals and gases for the upcoming fabrication facilities?

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 semiconductor development strategy is inspired by Prime Minister Shri Narendra Modi's vision of Atmanirbhar Bharat and Make in India, Make for the world.

As part of this strategy, India aims to develop a complete ecosystem, ranging from design, fabrication, assembly, testing, packing, and module manufacturing.

Manufacturing of Semiconductor chips and packaging

- Government approved Semicon India programme with a total outlay of ₹76,000 crore for the development of semiconductor & display manufacturing ecosystem
- In a short span of three years, it has seen investments of about Rs 1.6

Lakh Cr.

- 10 units have been approved including 2 fabs and 8 ATMPs/OSATs and construction work is also going on rapidly.

This includes the project of Tata Electronics Pvt. Ltd. for setting up a semiconductor fab facility in Dholera, Gujarat with an investment of Rs. 91,526 crore.

The production capacity of this fab will be 50,000 wafer starts per month, which inter-alia includes 28nm Technology node as well. This facility is expected to start the commercial operations by FY 2029-30.

The Government has instituted a streamlined mechanism through India Semiconductor Mission (ISM) for clearances of the proposals received under the Semicon India Programme. The applications are processed through the dedicated online portal and assessed by a team of professionals.

Developing Semiconductor design ecosystem

As part of our semiconductor strategy, we are supporting our startups and MSMEs and developing our talent pools.

- DLI scheme provides “Product Design Linked Incentive” of up to 50% and also “Deployment Linked Incentive” of 6% to 4% of net sales turnover over 5 years
- 24 chip design projects supported through startups, representing around ₹900 crore in project value
- 91 companies provided access to EDA tools, enabling 47 lakh hours of design tool usage

- DLI-supported Indian startups developing export-grade semiconductor IP, including:
 - Netrasemi, Mindgrove, BigEndian – SoCs for video surveillance
 - InCore & Morphing Machines – microprocessors and accelerators
 - Aheesa Digital, Mbit Wireless, WiSig Networks – broadband and IoT SoCs

Development of talent pipeline

Government has adopted a comprehensive approach for skilling for semiconductor manufacturing including ATMP, fabrication and design. Following steps have been taken for development of skilled workforce in semiconductor sector:

- **Chips to Startup (C2S) programme**
 - Developing 85 thousand skilled manpower in the semiconductor sector
 - Engineering institutions are provided with necessary software and tools to design semiconductor chips
 - 1 lakh+ students from 300 institutions have been enrolled
 - Further, 255 training sessions on design flow have been conducted in partnership with leading companies
 - Trainings has been attended by students from 300 institutions and entrepreneurs from 91 start-ups.
- All India Council for Technical Education (AICTE) launched following three courses:
 - B. Tech in Electronics Engineering (VLSI Design)

- Diploma in Integrated Circuit (IC) manufacturing, and
- Minor Degree in Electronics Engineering (VLSI Design and Technology)
- Skilled Manpower Advanced Research and Training (SMART) Lab set up in NIELIT Calicut with an aim to train 1 lakh engineers nation-wide
 - More than 62 thousand engineers have already been trained.
- ISM–Lam Research partnership launched to train 60,000 professionals in nanofabrication and process-engineering over the next decade
- The programme will strengthen the talent pipeline for ATMP and advanced packaging
- Government also enabling partnerships between academia, industry and global research institutions to build semiconductor capabilities

The approved applicants tie up with various global and local supply chain partners to ensure long term supply of the chemicals, gases and other raw materials.

Further, Government has also signed MoUs with the USA, EU, Japan, Singapore and the Netherlands which provides an enabling platform for B2B collaborations for securing supply chain partnerships of such approved companies.

DEVELOPMENT OF NATIONAL AI COMPUTE INFRASTRUCTURE

632. SHRI SHASHANK MANI:

Will the Minister of **ELECTRONICS AND INFORMATION TECHNOLOGY**

be pleased to state:

- (a) the steps taken by the Government under the IndiaAI Mission to develop a national Artificial Intelligence (AI) compute infrastructure;
- (b) the status of Public-Private Partnerships for AI model development and research; and
- (c) whether the Government proposes to establish regional AI innovation hubs to promote start-ups and digital skilling?

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's AI strategy is based on the Hon'ble Prime Minister's vision to democratize the use of technology. It aims to address India centric challenges, create economic and employment opportunities for all Indians.

AI ecosystem in India at present:

India is developing a strong AI ecosystem. Global rankings such as Stanford AI index place India among the top countries in AI skills, capabilities, and policies to use AI. India is also the second-largest contributor to GitHub AI projects, showcasing its vibrant developer community.

IndiaAI Compute Capacity Pillar

This pillar under the IndiaAI Mission aims to provide high-end compute power (GPUs) to all, including MSMEs and startups, at an affordable cost.

- National AI compute capacity is operationalised through empanelled AI service providers offering GPU access on cloud at subsidised rates

- Government of India provides access to these GPUs at subsidised rates. Average rate is ~ ₹65 per GPU per hour, except for select high-end GPUs
- As on date, 38,231 GPUs have been onboarded from 14 empanelled service providers under the IndiaAI Compute Capacity framework.

Empanelled providers also provides storage, networking, AI platforms & other supporting services necessary for AI model development and deployment

IndiaAI Foundation Models

The IndiaAI Foundation Models pillar focuses on developing India's own Large Multimodal Models (LMMs) trained on Indian datasets and languages.

- Twelve organisations and consortia, including startups, industry players and academic institutions, including Sarvam AI, Soket AI, Gnani AI, Gan AI, Avatar AI, IIT Bombay Consortium (BharatGen), GenLoop, Zentieg, Intellihealth, Shodh AI, Fractal Analytics Ltd. and Tech Mahindra Maker's Lab, have been selected for developing Large and Small Language Models based on Indian datasets
- Government is supporting compute costs and providing up to an additional 25% of compute expenditure for other development activities
- The funding structure includes a combination of grants and equity support.
- Resulting AI models are intended to contribute to the open-source ecosystem and support innovation across India's startup and research community

Objective is to enhance national technological capability and reducing dependence on foreign AI systems using this unique public-private Partnerships

for AI Model Development

Strengthening regional AI Innovation and skilling

The IndiaAI FutureSkills pillar aims to develop a strong pool of AI-skilled professionals and to strengthen regional AI innovation across the country.

- 27 IndiaAI Data and AI Labs have been established in Tier-2 and Tier-3 cities, in collaboration with NIELIT
- IndiaAI Data and AI Labs being setup at 174 ITIs and Polytechnics across 27 States/UTs

Under the IndiaAI FutureSkills initiative, the Government is also supporting AI capacity building through fellowships for PhD, postgraduate and undergraduate students, with more than 228 fellowships awarded till date.

ROOFTOP SOLAR ADOPTION

633. DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN:

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

- (a) whether the Government has taken note of the low rooftop solar adoption in dense urban coastal areas such as South Chennai, despite high solar potential and if so, the details thereof;
- (b) the reasons for delays in approval and subsidy disbursement under the rooftop solar programme for households and institutions in Chennai;
- (c) whether the Government proposes to support grid-upgradation or simplified net metering to address these constraints and if so, the details thereof; and
- (d) the steps being taken to increase urban solar penetration in Tamil Nadu?

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

(a) to (d) PM Surya Ghar: Muft Bijli Yojana (PMSG: MBY) is a demand driven scheme for installation of rooftop solar (RTS) systems, wherein all residential consumers in the country having grid connected electricity connection of the local DISCOM can avail the benefits of the scheme by applying on the National Portal of the scheme.

In Chennai district covering South Chennai, a total of 6,394 applications received on the National portal of the scheme as on 30.11.2025, and a total of 5,307 RTS systems have been installed, benefitting 7,357 households.

The households installing rooftop solar plants under the PMSG: MBY can redeem the subsidy once the installation is inspected and approved by the respective DISCOM. On applying for redemption of subsidy, the process for disbursement of subsidy is initiated and the same is released into the bank account of the beneficiary, which normally takes 15 days.

As per prevailing orders in the state of Tamil Nadu, the households installing rooftop solar under PMSG: MBY are covered under net-metering mechanism, wherein the solar power generated is adjusted against the electricity consumption of the household, thereby reducing the total electricity bill.

The Ministry of New and Renewable Energy has taken following steps to increase penetration of PMSG: MBY across the country including the urban areas in state of Tamil Nadu:

- Online process from registration 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. 6% 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.
- Included RESCO/ Utility led Aggregation (ULA) Models
- 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.
- Established grievance redressal mechanism for timely resolution of

grievances. A Call Centre with telephone number 15555 is operational in 12 languages.

UPGRADATION AND MODERNIZATION OF ALL INDIA RADIO STATION AT KAVARATTI

634. SHRI HAMDULLAH SAYEED:

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

- (a) whether the Government has taken any steps for the upgradation and modernization of the All India Radio (AIR) Station at Kavaratti in the Union Territory of Lakshadweep;
- (b) if so, the details of the proposed upgrades including improvements in transmission capacity, studio facilities and staffing;
- (c) whether the Government is aware that the existing infrastructure at AIR Kavaratti is outdated and affects the quality and reach of broadcasting services to the island communities;
- (d) if so, whether the Government is likely to take urgent steps to sanction funds and expedite the upgradation works in order to ensure uninterrupted and quality broadcasting services to the people of Lakshadweep; and
- (e) the timeline proposed by the Government for completing the upgradation of AIR Kavaratti?

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) In 2016, Government of India upgraded the All India Radio (AIR) Station at Kavaratti from 1 kW Medium Wave to a 10 kW Low Power Relay Station.

A 100 W Frequency Modulation (FM) relay setup is also operational at this station. A multipurpose studio has also been provided at the station for local programme production, along with digital recording facilities.

The upgradation and modernisation work of the All India Radio Station at Kavaratti has been completed.

Further, Prasar Bharati is broadcasting more than 260 AIR channels across the country, including Kavaratti, through the “NewsonAIR” mobile app. In addition, AIR channels are also available on the WAVES OTT platform.

HUMAN SPACE FLIGHT MISSION

635. DR. THOL THIRUMAAVALAVAN:

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

- (a) whether the Government has planned for Human Space Flight Mission to Moon;
- (b) if so, the details thereof;
- (c) whether any target date is fixed for such human space flight mission to moon; and
- (d) 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) and (b) Yes. Towards continued efforts for sustained human spaceflight missions, India has envisioned long term road map which also includes embarking on a crewed mission to moon.

(c) and (d) As part of India's Space Vision 2047, 1st crewed lunar mission is tentatively planned by 2040. Towards accomplishing this goal, major projects viz. Chandrayaan-4 Lunar Sample Return Mission, Chandrayaan-5 ISRO-JAXA LuPex mission, Gaganyaan follow-on missions including Bharatiya Antariksh Station module-1, Next Generation Launch Vehicle and Third Launch Pad were recently approved by the government.

GOISTATS MOBILE APPLICATION

636. DR BHOLA SINGH:

SHRI ASHISH DUBEY:

SHRI DHAVAL LAXMANBHAI PATEL:

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

(a) the main objectives and current user outreach of the GoIStats mobile application;

(b) the key socio-economic indicators presently available on the application;

(c) the details of the steps being taken by the Government to enhance data disaggregation and visualization features; and

(d) the manner in which the platform complements other Government data portals in improving transparency and ease of access to official statistics particularly for users in Gujarat, including Valsad Lok Sabha Constituency?

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) GoIStats mobile application has been developed to provide on-the-go access to official statistical data produced by the Ministry to the users. The mobile application is available both on Android and iOS platforms. The mobile application has more than 14,000 downloads at present.

(b) Data of 8 statistical products viz. National Accounts Statistics, Consumer Price Index, Household Consumption Expenditure Survey, Periodic Labour Force Survey, Index of Industrial Production, Annual Survey of Industries, Annual Survey of Un-incorporated Sector Enterprises and Economic Census, consisting of 11 socio economic indicators are provided on the Android version of the mobile application. The iOS version of the mobile application has all the above statistical products except Economic Census and accordingly, it has the data on 10 socio economic indicators.

(c) Onboarding of new visualizations and disaggregated data is a continuous process and the updated versions are released as and when new datasets or any other additions, are done in the Mobile application.

(d) The mobile application has opened a new channel to enable on-the-go access to datasets of official statistics, which complements the other channel of data access/portals, by providing a quick snap shot of data instantly for users across the country, including users in Gujarat.

PM PUBLIC HUMAN RESOURCE COUNCIL

637. SHRI GAURAV GOGOI:

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

(a) the current status of the Prime Minister's Public Human Resource Council (PMHRC);

(b) whether the Council has been formally notified and if so, the date of notification, composition and its defined mandate and if not, the reasons for the delay and the proposed timeline for its constitution; and

(c) whether any meetings or preparatory consultations relating to the PMHRC have been held since 2020 and if so, the details along with the dates and key outcomes?

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

(a) to (c) Mission Karmayogi, the National Programme for Civil Services

Capacity Building (NPCSCB) was approved by the Government of India in September 2020 for role based capacity building of all government employees. Capacity Building Commission (CBC) and Special Purpose Vehicle – Karmayogi Bharat have been constituted as the think tank for capacity building initiatives and as the custodian of the iGOT platform respectively, under the Mission. Mission Karmayogi guidelines have also been issued for role clarity amongst all stakeholders. Presently, more than 1.41 crore users have been onboarded onto the iGOT Karmayogi platform, and the platform hosts over 3,700 courses across domain, functional and behavioral competencies. Courses are also available in Indian languages, including 735 in Hindi and 544 in other Indian languages; enabling wider accessibility and alignment with regional capacity building requirements. The monitoring and evaluation of the implementation of Mission Karmayogi is being done by the Cabinet Secretariat Coordination Unit (CSCU) headed by Cabinet Secretary.

RAILWAY ROUTES WITH KAVACH ANTI-COLLISION SYSTEM

638. SHRI ABHISHEK BANERJEE:

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

- (a) the details of railway routes with kilometres where the Kavach anti-collision system has been fully implemented and made operational during the last five years and the total route in kilometres where implementation is still pending, State-wise;
- (b) whether any train accidents occurred between January 2020 and

November 2025 on routes where Kavach installation was scheduled but not completed and if so, the details thereof including date, location and causalities, if any;

- (c) the allocation of funds for Kavach deployment during the last five years, along with actual utilisation figures, State and zone-wise; and
- (d) whether the Government has identified any delays in tendering, technological integration or vendor capacity that are hampering timely implementation of Kavach and if so, the corrective measures taken/being undertaken by the Government?

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

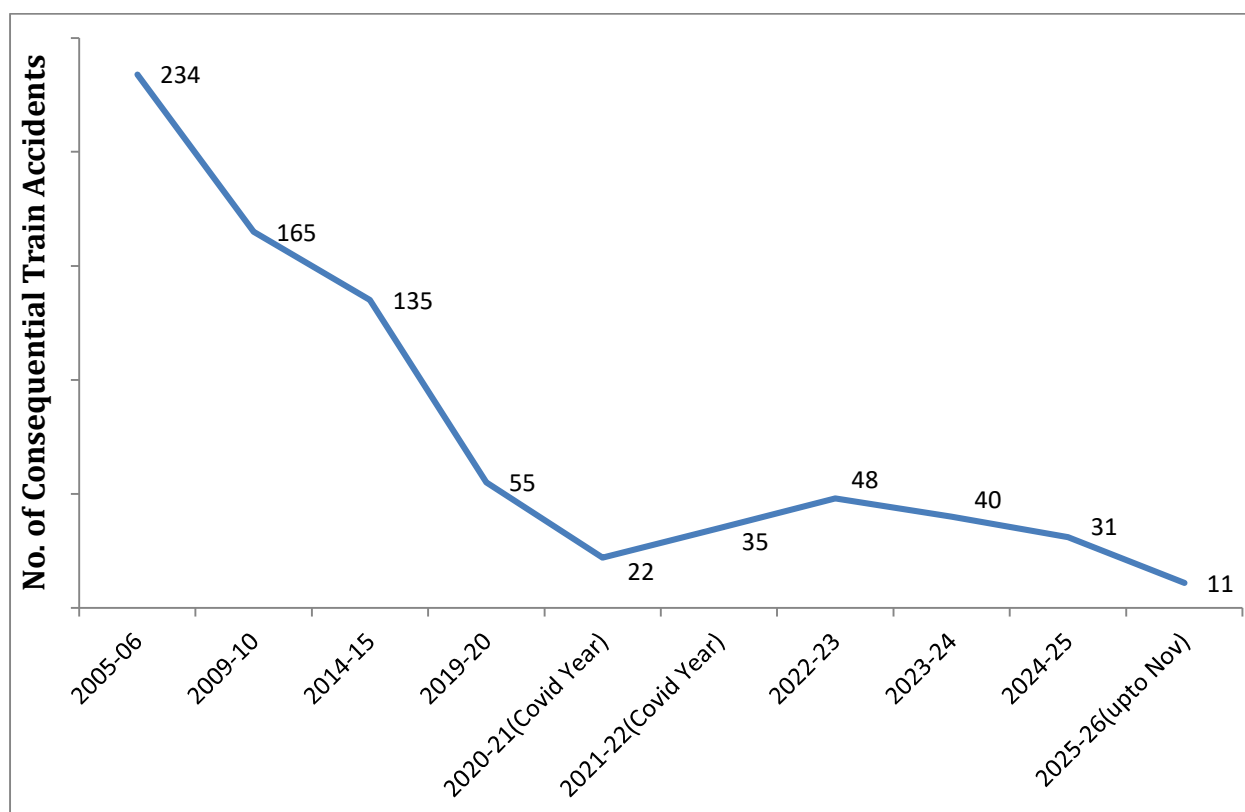
(a) to (d) Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential Train Accidents have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below.

It may be noted that the Consequential Train Accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 31 in 2024-25 and further to 11 in 2025-26 (upto November 2025).

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2024-25, indicating an improvement of approx. 73% during the said period.

The number of consequential train accidents during the last ten years are

depicted in the graph below:



As per the inquiry reports, the causes of the accidents broadly include track defects, loco/coach defects, equipment failures, human errors etc.

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:

Expenditure/Budget on Safety related activities (Rs. in Cr.)				
2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	2024-25	2025-26
39,463	87,327	1,01,651	1,14,022	1,16,470

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,656 stations up to 31.10.2025 to

reduce accident due to human failure.

3. Interlocking of Level Crossing (LC) Gates has been provided at 10,098 Level Crossing Gates up to 31.10.2025 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 6,661 stations up to 31.10.2025.
5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Initially, Kavach Version 3.2 was deployed on 1465 RKm of South Central Railway and 80 RKm of North Central Railway. 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 Palwal-Mathura-Kota-Nagda Section (633 Rkm) on Delhi- Mumbai route and on Howrah-Bardhaman section (105 RKm) on Delhi-Howrah route. Kavach implementation has been taken up in balance sections of Delhi-Mumbai and Delhi-Howrah route.

Further, Kavach implementation has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.

6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
7. System of disconnection and reconnection for S&T equipment as per

protocol has been re-emphasized.

8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.
12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.
13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.
16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and

TRC (Track Recording Cars).

17. Patrolling of railway tracks to look out for weld/rail fractures.
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
23. Replacement of conventional ICF design coaches with LHB design coaches is being done.
24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.
26. Indian Railways has displayed Statutory "Fire Notices" for widespread passenger information in all coaches. Fire posters are provided in every

coach so as to educate and alert passengers regarding various Do's and Don'ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.

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

28. Regular counselling and training of staff is undertaken.

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

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

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking	837	3,691 Stations	More than 4

	(Stations)	Stations		times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	
Better Maintenance Practices				
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction

	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs)/ Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.24: Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

Implementation of Kavach

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).
2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.
3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July 2020.
5. Implementation of Kavach System involves following Key Activities:
 - 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 738 Route km on Palwal – Mathura- Nagda section (633 Rkm) on Delhi – Mumbai route and Howrah–Bardhaman section (105 Rkm) Delhi – Howrah route. Kavach implementation has been taken up in balance sections of Delhi – Mumbai & Delhi – Howrah corridors.
10. Progress of key items of Kavach on High density routes including Delhi– Mumbai & Delhi– Howrah corridors are as under:

SN	Item	Progress
i	Laying of Optical Fibre Cable	7129 Km
ii	Installation of Telecom Towers	860 nos
iii	Provision of Kavach at Stations	549 nos
iv	Installation of Track side equipment	2674 Rkm
v	Provision of Kavach on Locos	4,154

11. Further, track side Kavach implementation work has been taken up on 15,512 Rkm covering all GQ, GD, HDN and identified sections of Indian Railways.
12. Bids have been invited for equipping another 9,069 locomotives with Kavach version 4.0. Kavach is being provided progressively in a phased manner in locomotives.
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 40,000 technicians, operators and engineers have been trained on Kavach technology. This includes 30,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISSET.
14. The cost for provision of Track Side including Station equipment of Kavach is approximately Rs. 50 Lakhs/Km and cost for provision of Kavach equipment on locomotives is approximately Rs. 80 Lakh/Loco.
15. The funds utilized on Kavach works so far up to Oct'25 is Rs. 2,354.36 Crores. The allocation of funds during the year 2025-26 is Rs. 1673.19 Crores. Requisite funds are made available as per the progress of works.

SUSPENSION OF BOOKING AND TRANSMISSION OF ALL CATEGORIES MAIL ITEMS

639. SHRI EATALA RAJENDER:

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

(a) whether the Department of Posts proposes to suspend booking and transmission of all categories of mail items except letters, documents and gifts worth up to \$100 to the U.S.; and

(b) if so, the details thereof and the reasons therefor?

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

(a) There is no proposal under consideration to suspend booking and transmission of any category of mail item to the U.S. All the postal services of India Post to the U.S. are currently operational.

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

PDS SHOPS VELLORE REGION

640. SHRI D. M. KATHIR ANAND:

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

(a) the details of functioning of Public Distribution System (PDS) shops in Vellore, Anaikattu, K.V. Kuppam, Gudiyattam, Vaniyambadi and Ambur;

(b) whether farmers in these constituencies benefit from MSP procurement and if so, the details thereof;

(c) the details of the steps taken by the Government to address complaints of ration card misuse; and

(d) the timeline for upgrading PDS infrastructure locally?

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

(a) The State Government of Tamil Nadu has reported the details of the functioning of Public Distribution System (PDS) shops (Agency-wise) in Vellore, Anaikattu, K.V. Kuppam, Gudiyattam, Vaniyambadi and Ambur as on 27.11.2025 is given in the enclosed **Statement**.

(b) A total of 699 farmers in Vellore district during Kharif Marketing Season (KMS) 2024-2025 have benefited. Further, Ambur and Vaniyambadi fall under the administrative jurisdiction of Tirupattur District, where no Direct Purchase Centers are currently operational.

(c) The Government of India has undertaken a series of systemic and technology-driven reforms to prevent and address misuse of ration cards under the National Food Security Act (NFSA). The major steps include:

1. Digitisation of the Ration Card and Beneficiary database of all 80 crore beneficiaries leading to the elimination of manual records and ensuring improved transparency. Aadhaar seeding has been completed for more than 99.8% of ration cards (at least one member) and about 99.2% of individual beneficiaries at the national level.
2. To curb diversion and ensure accurate delivery, about 99.6% (5.41 lakh out of 5.43 lakh) FPSs are equipped with operational ePoS devices, allowing Aadhaar-based authentication. 98.5% (100% in Tamil Nadu) of foodgrain distribution is now Aadhaar authenticated.
3. Strengthened Grievance Redressal: All States/UTs have functional

online grievance redressal systems, dedicated 1967/1800-series toll-free helplines, and transparency portals for reporting and monitoring complaints related to misuse.

4. e-KYC of Beneficiaries: To reconcile Aadhaar data with ration card details and curb fake/duplicate entries, an e-KYC process was initiated in May 2023. So far 85.6% of beneficiaries have completed e-KYC(89.10% in Tamil Nadu). To expedite completion, beneficiaries can complete e-KYC from any FPS across the country.

5. Centralised Mapper Report Mechanism:
To ensure accurate monthly distribution and prevent misuse or over-drawing of entitlements, the Department has developed a centralized mapping system that integrates NFSA ration card data with ePoS transaction data from all States/UTs and validates beneficiary identity and monthly entitlements.

(d) To enhance the internal and external ambience of Fair Price Shops in Vellore, the State has undertaken a phased modernisation programme. Under Phase-I, 3139 Fair Price Shops were modernised. For Phase-II, a target of 5000 shops was set, of which 4514 have been modernised, and the remaining 486 shops have been carried forward to the Phase-III target.

In addition to infrastructure improvements, the State has also focused on quality and service standards. 11,029 Fair Price Shops have obtained ISO 9001 certification for quality management and maintenance practices, and 2059 Fair Price Shops have obtained ISO 28000 certification relating to safe food chain

and storage systems.

STATEMENT

Details of functioning of PDS shops (Agency-wise) in Vellore, Anaikattu, K.V.Kuppam, Gudiyattam, Vaniyambadi and Ambur as on 27.11.2025 is tabulated below:

S.N	District	Taluk	TNCSC			Cooperative			SHG			Other Co-operatives			Total		
			Part Time	Full Time	Total	Part Time	Full Time	Total	Part Time	Full Time	Total	Part Time	Full Time	Total	Part Time	Full Time	Total
1	Vellore	Anaikattu	0	0	0	21	108	129	0	1	1	0	0	0	21	109	130
2	Vellore	Gudiyattam	0	2	2	53	90	143	0	0	0	0	0	0	53	92	145
3	Vellore	K.V. Kuppam	0	0	0	8	64	72	0	0	0	0	0	0	8	64	72
4	Vellore	Vellore	0	27	27	33	105	138	0	1	1	0	0	0	33	133	166
5	Tirupattur	Ambur	0	1	1	24	85	109	0	0	0	0	0	0	24	86	110
6	Tirupattur	Vaniyambadi	0	2	2	26	70	96	0	1	1	0	0	0	26	73	99

चेतक और मेवाड़ एक्सप्रेस का विस्तार

641. श्री राजकुमार रोट:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या उदयपुर और दिल्ली के बीच चलने वाली चेतक एक्सप्रेस और मेवाड़ एक्सप्रेस ट्रेनों का उदयपुर रेलवे स्टेशन पर आठ घंटे से अधिक समय तक ठहराव है;
- (ख) यदि हाँ, तो क्या सरकार का विचार डूंगरपुर तक अपनी सेवा का विस्तार करने का है;
- (ग) यदि हाँ, तो इसे कब तक कार्यान्वित किए जाने की संभावना है और यदि नहीं, तो इसके क्या

कारण हैं;

- (घ) क्या बांसवाड़ा-डूंगरपुर लोक सभा निर्वाचन क्षेत्र में दिल्ली, मुंबई और अन्य प्रमुख शहरों के लिए सीधी ट्रेन संपर्क का अभाव है;
- (ङ) यदि हाँ, तो बांसवाड़ा-डूंगरपुर लोक सभा निर्वाचन क्षेत्र को सीधे दिल्ली और मुंबई से जोड़ने के सरकार के प्रयासों का ब्यौरा क्या है;
- (च) 2012 में स्वीकृत बांसवाड़ा रेल परियोजना के माध्यम से डूंगरपुर-रतलाम का कार्य कब तक पूर्ण होने की अपेक्षा है और अब तक पूर्ण किए गए कार्य का ब्यौरा क्या है; और
- (छ) शेष कार्य को पूर्ण करने के लिए समय-सीमा क्या है और लोगों द्वारा प्राप्त मुआवजे की धनराशि का ब्यौरा क्या है और इसमें से कितनी धनराशि का भुगतान नहीं किया गया है?

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

(क) से (छ) चेतक एक्सप्रेस 20473/20474 दिल्ली सराय रोहिला और उदयपुर के बीच चलती है और इसका उदयपुर में लगभग नौ घंटे का पड़ाव होता है। मेवाड़ एक्सप्रेस 12963/12964 हज़रत निज़ामुद्दीन और उदयपुर के बीच चलती है और इसका उदयपुर में लगभग ग्यारह घंटे का ठहराव होता है, जिसके दौरान इसका प्राथमिक अनुरक्षण किया जाता है।

वर्तमान में, चेतक और मेवाड़ एक्सप्रेस की दोनों दिशा में अधिभोगिता लगभग 100% है।

भारतीय रेल अपनी परिसंपत्तियों की यथेष्ट उपयोगिता के लिए निरंतर प्रयासरत रहती है, जिसके लिए गाड़ियों की पड़ाव अवधि का लाभदायक उपयोग किया जाता है। गाड़ियों की पड़ाव अवधि का उपयोग संरक्षा और सफाई सुनिश्चित करने के लिए सवारी डिब्बों के अनुरक्षण (प्राथमिक और द्वितीयक) और/या साफ-सफाई के कार्य में किया जाता है। विशेष रेलगाड़ियों के परिचालन में भी गाड़ियों की पड़ाव अवधि का उपयोग किया जाता है।

हाल ही में, उदयपुर-डूंगरपुर-हिम्मतनगर खंड का आमान परिवर्तन पूरा किया गया है। आमानपरिवर्तन के बाद, डूंगरपुर को कोटा, इंदौर, उदयपुर, अहमदाबाद, जयपुर आदि जैसे

महत्वपूर्ण शहरों से जोड़ने वाली 5 जोड़ी रेलगाड़ियां शुरू की गई हैं।

संपर्कता को बढ़ाने के लिए मौजूदा रेलगाड़ी सेवाओं का विस्तार सहित नई रेलगाड़ी सेवाओं की शुरुआत करना, भारतीय रेल में किसी मार्ग/खंड पर परिचालनिक व्यवहार्यता के अध्यधीन, एक सतत प्रक्रिया है। यह विभिन्न कारकों पर निर्भर करता है, जिनमें शामिल हैं-

- रेलखंड की क्षमता
- पथ की उपलब्धता,
- अपेक्षित चल स्टॉक की उपलब्धता,
- चल स्टॉक के लिए एकसमान अवसंरचना की उपलब्धता,
- रेलपथ और अन्य परिसंपत्तियों की अनुरक्षण आवश्यकता

डूंगरपुर-बांसवाड़ा क्षेत्र की रेल संपर्कता को सुदृढ़ बनाना

रतलाम-बांसवाड़ा-डूंगरपुर (188 कि.मी.) नई लाइन परियोजना को 2083 करोड़ रुपये की लागत पर स्वीकृत किया गया था, जिसमें राजस्थान सरकार और रेल मंत्रालय के बीच 50:50 लागत साझा की जाएगी। इस परियोजना के लिए भूमि राजस्थान राज्य सरकार द्वारा स्वयं की लागत पर उपलब्ध कराई जाएगी। अब तक कुल अपेक्षित 1,736 हेक्टेयर भूमि में से 646 हेक्टेयर भूमि अधिग्रहीत की जा चुकी है।

रेलवे द्वारा संबंधित राज्य/ज़िला प्राधिकारियों के माध्यम से भूमि अधिग्रहण किया जाता है। भूमि अधिग्रहण से संबंधित सभी कार्यकलापों, जैसे भू-स्वामियों को मुआवज़े की राशि का आकलन व मुआवज़े का संवितरण आदि राज्य सरकार के अधिकार क्षेत्र में आते हैं।

भूमि अधिग्रहण के लिए राज्य सरकार के राजस्व विभाग द्वारा अंतिम भू-स्वामियों को रेलवे से मुआवज़े की माँग करने के पश्चात मुआवज़ा प्रदान किया जाता है। यह प्रक्रिया भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता अधिकार अधिनियम, 2013 के उपबंधों का पालन करते हुए, राज्य सरकारों के समन्वय से की जाती है।

बांसवाड़ा और आसपास के क्षेत्र को मुंबई और दिल्ली से जोड़ने के लिए, नीमच बांसवाड़ा दाहोद-अलीराजपुर-नंदुरबार नई लाइन (380 किलोमीटर) के लिए भी विस्तृत परियोजना रिपोर्ट तैयार करने हेतु सर्वेक्षण को स्वीकृति दे दी गई है।

इसके अलावा, मंदसौर-प्रतापगढ़-घटोल-बांसवाड़ा (168 किलोमीटर) नई लाइन के लिए विस्तृत परियोजना रिपोर्ट तैयार करने हेतु सर्वेक्षण को स्वीकृति दे दी गई है। फील्ड सर्वेक्षण का कार्य पूरा कर लिया गया है।

बांसवाड़ा-रतलाम क्षेत्र की संपर्कता को बेहतर करने के लिए, हाल ही में निम्नलिखित परियोजनाओं को स्वीकृति दी गई है:-

क्र. सं.	परियोजना	लंबाई (किलोमीटर में)	लागत (करोड़ रुपए में)
1.	रतलाम-नागदा तीसरी और चौथी लाइन	41	964
2.	रतलाम-वडोदरा तीसरी और चौथी लाइन	259	8387

चंदेरिया (चित्तौड़गढ़) - डूंगरपुर - हिम्मतनगर (326 किलोमीटर) के दोहरीकरण से संबंधित व्यवहार्यता सर्वेक्षण को भी स्वीकृति दे दी गई है।

इसके अलावा, विस्तृत परियोजना रिपोर्ट तैयार होने के बाद, परियोजना को स्वीकृति देने के लिए राज्य सरकारों समेत विभिन्न हितधारकों से परामर्श करना और आवश्यक अनुमोदन जैसे नीति आयोग, वित्त मंत्रालय का मूल्यांकन आदि अपेक्षित होते हैं। चूंकि परियोजना को स्वीकृति देना एक निरंतर चलने वाली और सतत प्रक्रिया है, इसलिए सटीक समय-सीमा विभिन्न हितधारकों द्वारा मूल्यांकन व अनुमोदन पर निर्भर करती है।

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

- अनुमानित यातायात पूर्वानुमान और प्रस्तावित मार्ग की लाभप्रदता
- परियोजना द्वारा प्रदान की गई पहली और अंतिम स्थान पहुंच संपर्कता

- अनुपलब्ध कड़ियों को जोड़ना और अतिरिक्त मार्ग प्रदान करना
- संकुलित/संतृप्त लाइनों का विस्तार
- राज्य सरकारों/केंद्रीय मंत्रालयों/जनप्रतिनिधियों द्वारा उठाई गई मांगें
- रेलवे की अपनी परिचालनिक आवश्यकताएँ
- सामाजिक-आर्थिक महत्व
- निधियों की समग्र उपलब्धता

रेल परियोजना(ओं) का पूरा होना विभिन्न कारकों पर निर्भर करता है, जैसे

- राज्य सरकार द्वारा भूमि अधिग्रहण
- वन संबंधी मंजूरी
- अतिलंघनकारी जनोपयोगी सुविधाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक मंजूरी
- क्षेत्र की भूवैज्ञानिक और स्थलाकृतिक स्थितियां,
- परियोजना/परियोजनाओं के क्षेत्र में कानून और व्यवस्था की स्थिति
- विशिष्ट परियोजना स्थल के लिए एक वर्ष में कार्य के महीनों की संख्या आदि।

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

IMPLEMENTATION OF PM-SGMBY IN WEST BENGAL

642. SHRI RAJU BISTA:

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

- (a) whether the Government is aware of the slow progress or delay in implementation of Pradhan Mantri Surya Ghar Muft Bijli Yojana (PM-SGMBY) and if so, the details thereof and the reasons therefor;

- (b) the total number of applications received and approved under the PM-SGBY since its launch in West Bengal, district-wise;
- (c) the total number of beneficiaries and households benefited under the said yojana in Darjeeling, Kalimpong and North Dinajpur districts;
- (d) the total funds sanctioned, released and utilised under the yojana in West Bengal, district-wise; and
- (e) the details of the subsidy provided and application process followed to avail benefits under the yojana?

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) PM Surya Ghar: Muft Bijli Yojana (PMSG: MBY) is a demand driven scheme for installation of rooftop solar (RTS) systems, wherein all residential consumers in the country having grid connected electricity connection of the local DISCOM can avail the benefits of the scheme by applying on the National Portal of the scheme. The scheme is progressing well and as on 30.11.2025, a total of 18,99,494 RTS systems have been installed, benefitting 23,79,580 households, under the scheme across the country.

In the state of West Bengal, as on 30.11.2025, a total of 11,565 applications have been received, of which 1,099 reported installation of RTS systems covering 1,162 households. Based on the inspections undertaken by respective DISCOMs and submission of redemption request by the consumers on the National portal, aggregate subsidy amount of Rs. 2.2 crore has been released for 298 installations. The district wise details covering Darjeeling,

Kalimpong and North Dinajpur districts for the state of West Bengal are given in the enclosed **Statement**.

STATEMENT

The district wise details of progress made under the scheme in the state of West Bengal

S. No.	District	Application (Nos.)	RTS Installation (Nos.)	Households covered (Nos.)	Subsidy Released (Nos.)	Subsidy Released (Rs in cr.)
1	Alipurduar	80	4	4	-	-
2	Bankura	369	16	16	-	-
3	Birbhum	393	49	49	-	-
4	Cooch Behar	183	-	-	-	-
5	Dakshin Dinajpur	140	9	9	-	-
6	Darjeeling	125	7	7	-	-
7	Hooghly	959	106	106	10	0.07
8	Howrah	384	43	43	13	0.09
9	Jalpaiguri	174	18	18	-	-
10	Jhargram	85	6	6	-	-
11	Kalimpong	21	-	-	-	-
12	Kolkata	1,105	351	414	257	1.92
13	Malda	335	4	4	-	-
14	Murshidabad	478	26	26	-	-
15	Nadia	606	31	31	-	-
16	North 24 Parganas	1,432	113	113	13	0.10
17	Paschim Bardhaman	474	36	36	-	-
18	Paschim Medinipur	827	55	55	-	-

19	Purba Bardhaman	698	52	52	-	-
20	Purba Medinipur	1,320	42	42	-	-
21	Purulia	180	7	7	-	-
22	South 24 Parganas	904	61	61	5	0.04
23	Uttar Dinajpur	293	63	63	-	-
	Total	11,565	1,099	1,162	298	2.22

AGREEMENTS WITH RUSSIA'S ROSATOM

643. DR. MALLU RAVI:

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

- (a) the details of specific agreements that were reached on expanding cooperation beyond the Kudankulam project, particularly regarding the joint development of Small Modular Reactors (SMRs) and the localisation of equipment manufacturing in India following the high-level meeting between the Department of Atomic Energy (DAE) and Russia's Rosatom on November 10, 2025;
- (b) the current status of the "Nuclear Energy Mission for Viksit Bharat," launched with a Rs.20,000 crore outlay and the progress made in engaging the private sector for developing the 'Bharat Small Reactor' (BSR); and
- (c) the Government's timeline for introducing the proposed amendments to

the Atomic Energy Act, 1962 and the Civil Liability for Nuclear Damage Act, 2010, which are essential to facilitate private investment and achieve the national target of 100 GW of nuclear capacity by 2047?

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

- (a) A meeting took place between DAE and Rosatom focused on furthering bilateral cooperation in the field of nuclear energy, such as development of projects for both large and small-scale nuclear power plants and cooperation in the nuclear fuel cycle. Particularly, attention was given to opportunities for localizing equipment production in India. One of the new areas of discussion for cooperation, includes the construction of small modular reactors (SMRs) of Russian design in India.
- (b) In the Budget 2025–26 announcement for the Nuclear Energy Mission, emphasis is on the development and deployment of five indigenous SMRs by 2033 with an outlay of ₹ 20,000 crore.

BARC has initiated design and development works on SMRs namely,

1. 200 MWe Bharat Small Modular Reactor (BSMR-200),
2. 55 MWe Small Modular Reactor (SMR-55), and
3. Up to 5 MWth High temperature gas cooled reactor meant for hydrogen generation.

It is proposed to construct the lead units of these reactors at DAE site for technology demonstration. The demonstration reactors are likely to be constructed in 60 to 72 months after receipt of project sanctions.

In respect of Bharat Small Reactors (BSR) for captive use by industries, NPCIL floated a Request for Proposal (RFP) on December 31, 2024 in line with the business model approved by the Government. A pre-proposal meeting was organized in February 2025 where queries of the interested industries were addressed. Clarifications on all the queries raised by various interested industries were compiled and posted on NPCIL website. Further, based on requests from the industries, the last date for submission of RFP has been extended to March 31, 2026.

- (c) The draft Atomic Energy Bill 2025 is currently in advanced stage of processing and preparation with final comments and suggestions from various Ministries being progressively incorporated along with concomitant vetting by Ministry of Law and Justice for legal compliances. Policy directives of the Government with regard to specific aspects of the Bill are being suitably incorporated before being put up for approvals.

दिल्ली-रेवाड़ी खंड पर अंडरपास का निर्माण

644. श्री रामवीर सिंह बिधूड़ी:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या दिल्ली-रेवाड़ी खंड पर पालम रेलवे फाटक और शाहाबाद रेलवे फाटक पर अंडरपास का निर्माण कार्य आरंभ हो गया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) यदि नहीं, तो इसमें विलंब के क्या कारण हैं; और

(ग) इन दो रेलवे फाटकों पर अंडरपास के निर्माण पर कुल कितनी धनराशि व्यय की जा रही है और उक्त अंडरपासों को कब तक पूर्ण किए जाने की संभावना है?

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

(क) से (ग) दिल्ली-रेवाड़ी खंड पर 18.02 किलोमीटर पर समपार फाटक संख्या 15सी (पालम रेलवे क्रॉसिंग) के स्थान पर निचले सड़क पुल बनाने का कार्य ₹20.48 करोड़ की लागत से स्वीकृत किया गया है। कार्य करने के लिए एजेंसी निर्धारित कर दी गई है और कार्य शुरू कर दिया गया है।

दिल्ली-रेवाड़ी खंड पर 20/9-10 किलोमीटर पर समपार संख्या 17 (शाहबाद रेलवे क्रॉसिंग) के स्थान पर निचले सड़क पुल बनाने का कार्य ₹28.09 करोड़ की लागत से स्वीकृत किया गया है। कार्य का विस्तृत अनुमान स्वीकृत कर दिया गया है और निविदा आमंत्रित की गई है।

किसी भी ऊपरी/निचले सड़क पुल का कार्य का पूरा होना विभिन्न कारकों यथा पहुँच संरेखण निर्धारित करना, सामान्य व्यवस्था आरेख का अनुमोदन, भूमि अधिग्रहण, अतिक्रमण हटाना, अतिलंघनकारी सेवाओं को स्थानांतरित करना, विभिन्न प्राधिकरणों द्वारा सांविधिक स्वीकृतियाँ, परियोजना स्थल/कार्य स्थल में कानून एवं व्यवस्था की स्थिति, जलवायु परिस्थितियों आदि के कारण परियोजना स्थल/कार्य स्थल के लिए एक वर्ष में कार्य करने के महीनों की संख्या आदि पर निर्भर करता है। ये सभी कारक परियोजना/कार्य को पूरा करने के समय को प्रभावित करते हैं।

HEATWAVES AND FLOODS IN CITIES

645. SUSHRI S. JOTHIMANI:

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

(a) whether it is true that the ICMR–Global South research has projected urban heatwaves and erratic rainfall events to double in cities like Chennai

- by 2030 and if so, the immediate steps taken/being taken by the Government to mitigate these risks;
- (b) the number of extreme weather events including heatwaves, flash floods and cloudbursts recorded across the Country during the first half of 2025 in comparison with earlier years;
 - (c) the status of the Government's efforts to implement "Bharat Forecast System" and urban flood forecasting tools such as C-FLOWS particularly for coastal metros like Chennai; and
 - (d) whether enhanced early warning systems and city level decision support platforms are being scaled up in collaboration with IMD and State Governments to improve disaster preparedness 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 is aware of the earlier reports suggesting that cities like Chennai will face significant rise in heatwave days and extreme rainfall events by 2030. The India Meteorological Department (IMD) continuously monitors extreme weather events such as heatwaves and heavy rainfall across various locations in India, including urban areas, using station and city-based meteorological data. Also, gridded rainfall (25 km resolution)

and temperature data (50 km resolution) provided by the IMD are also utilised to track these extreme events. Further, IMD consistently issues timely alerts and forecasts at different time scales to the public and concerned stakeholders. Various steps have been taken to ensure effective dissemination of warnings to vulnerable populations. IMD's weather information, including alerts and warnings to the public, is provided through various platforms:

- Mass Media: Radio/TV, Newspaper network (AM, FM, Community Radio, Private TV), Prasar Bharati, and private broadcasters
- Weekly & Daily Weather Video
- Internet (email), FTP
- Public Website (mausam.imd.gov.in)
- IMD Apps: Mausam/Meghdoot/DAMIN/RAIN ALARM
- Social Media: Facebook, X, Instagram, BLOG
 - i. X: <https://twitter.com/Indiametdept>
 - ii. Facebook:
<https://www.facebook.com/India.Meteorological.Department/>
 - iii. Blog: <https://imdweather1875.wordpress.com/>
 - iv. Instagram: https://www.instagram.com/mausam_nwfc
 - v. YouTube:

https://www.youtube.com/channel/UC_qxTReoq07UVARm87CuyQw

- (b) IMD has data on extreme weather events covering heatwaves recorded across the country. However, since the cloud bursts and associated flash flood events are highly localized events, they need a highly dense network of Automatic Rain-Gauges (ARGs) and Automatic Weather Stations (AWSs), and flood Gauges for recording of such highly localised rainfall on a real-time basis. Currently, such rainfall data records for longer periods are not available both in India and as well as world-wide. Further these events mostly occur in very remote areas over hilly areas of country such as the Himalayas and Western Ghats, which are still data-sparse regions. So there is no study available to find their trends using longer period data. However, IMD has data on heatwave frequencies in terms of meteorological sub-division-wise, across India. Enclosed **Statement** shows their frequency for the period of 2020-2025 (6 years).
- (c) The Bharat Forecast System (BharatFS) is based on the newly implemented Triangular Cubic Octahedral (TCO) dynamical grid, which enables the model to operate at ~ 6 km horizontal resolution. It has improved representation of orography, better filtering, and better conservation properties. With the increase in horizontal resolution, BharatFS can generate distinct forecasts every 6 km. With the improved skill of BharatFS at such a high resolution, the model can provide better guidance for weather predictions and extremes at the district and block

levels, which are typically 12 km or more. The BharatFS provides a 10-day forecast of rainfall, temperature, low-pressure genesis, and other critical atmospheric conditions, enabling model guidance in issuing early warnings for multiple sectors.

In 2019, the National Centre for Coastal Research (NCCR) under the Ministry of Earth Sciences (MoES), in collaboration with other MoES institutes and the Tamil Nadu State Government, developed CFLOWS—an urban flood-forecasting system for Chennai. Since then, it is issuing advisory services to the Tamil Nadu State Disaster Department on a regular basis. This tool is also integrated with TNSMART for disaster preparedness. Similar systems are available for Mumbai and Kolkata.

- (d) Yes. MoES has developed advanced early warning systems for severe weather events such as cyclones, heavy rainfall, and other extreme conditions. These systems are supported by a state-of-the-art observation network, including surface and upper-air instruments, Doppler Weather Radars, remote-sensing platforms, and high-resolution dynamical models. The India Meteorological Department, in coordination with other MoES centres and State Governments, has developed an end-to-end GIS-based Decision Support System. This system serves as the front end of the national early-warning framework, enabling timely detection and monitoring of weather hazards and strengthening disaster preparedness across the country, including in urban areas.

IMD has adopted new techniques and technology from time to time

to detect, monitor, and provide timely early warnings for the entire country, including urban areas, and cities regularly affected by all types of extreme weather events like cyclones, heavy rainfall, etc., which have devastating impacts on human lives, livelihoods, and infrastructure. IMD has released a "Climate Hazard & Vulnerability Atlas of India", helping States and disaster-management agencies identify hotspots and prepare for extreme weather events, which cause extensive damage and economic, human, and animal losses. The same can be accessed at https://imdpune.gov.in/hazardatlas/about_hazard.html.

IMD has launched seven of its services (Current Weather, Nowcast, City Forecast, Rainfall Information, Tourism Forecast, Warnings, and Cyclone) with the 'UMANG' Mobile App for use by the public. Moreover, IMD developed a mobile App, 'MAUSAM' for weather forecasting, 'Meghdoot' for Agromet advisory dissemination, and 'Damini' for lightning alerts. The Common Alert Protocol (CAP), developed by the National Disaster Management Authority (NDMA), is also being implemented to disseminate warnings and alerts by the IMD. Further, a new Central Sector Scheme, Mission Mausam, has been launched by MoES to make the country 'weather-ready and climate-smart'.

STATEMENT

Heatwave frequencies in terms of meteorological sub-division-wise, across India for the period of 2020-2025

	2020	2021	2022	2023	2024	2025
Assam & Meghalaya	0	0	0	0	1	0

N m m t	0	0	0	0	0	0
Shwb & Sikkim	0	0	1	15	11	1
Gangetic West Bengal	0	3	8	27	31	4
Odisha	0	3	11	24	37	7
Jharkhand	0	0	27	16	23	4
Bihar	0	0	13	29	30	4
East U.P.	2	0	33	11	33	8
West U.P.	2	2	28	5	32	5
Uttarakhand	0	0	5	0	10	0
Har. Chd & Delhi	0	2	37	5	30	11
Punjab	0	0	22	3	27	7
Himachal Pradesh	0	2	38	0	18	10
Jammu & kashmir & ladakh	0	0	19	0	11	13
West Rajasthan	5	6	58	3	29	33
East Rajasthan	0	4	28	0	23	21
West Madhya Pradesh	4	2	42	4	24	7
East Madhya Pradesh	0	0	34	13	26	10
Gujarat region	0	0	13	1	14	7
Saurashtra & Kutch	6	12	25	4	16	15
Konkan & Goa	0	4	2	6	4	1
Madhya Maharashtra	2	0	2	1	8	1
Marathwada	3	0	0	0	3	3
Vidarbha	0	2	18	11	11	8
Chhattisgarh	2	0	3	12	13	1
Coastal A.P. & Yanam	0	0	0	22	11	0
Telangana	2	0	0	14	12	1
Rayalaseema	0	0	0	1	16	0
Tamil., Pudu. & Karaikal	0	2	0	1	13	0
Coastal Karnataka	0	0	0	2	3	0
N. I. Karnataka	0	0	0	0	18	0
S. I. Karnataka	0	0	0	0	10	0
Kerala & Mahe	0	0	0	0	6	0

ASSISTANCE TO MINORITY EDUCATIONAL INSTITUTIONS

646. SHRI MOHIBBULLAH:

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

- (a) the details of assistance provided by the Government to minority educational institutions;
- (b) the steps taken by the Government to ensure quality education in minority institutions;
- (c) the details of scholarship schemes run by the Government for minority institutions; and
- (d) the details of the future plans of the Government for the development of minority institutions?

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

(a) to (d) The Ministry of Minority Affairs has implemented various schemes, including Pre-Matric, Post Matric and Merit-cum-Means Scholarship schemes, across the country for socio-economic and educational empowerment of the six notified minority communities.

The scholarships were awarded for studies in India in a government or private school/ higher secondary school/ Industrial Training Institutes/ Industrial Training Centres affiliated with the National Council for Vocational Training (NCVT)/college/university, including such residential Government institutes and eligible private institutes selected and notified in a transparent manner by the State Government and Union Territory Administration concerned.

TRAIN DERAILMENTS

647. SHRI YUSUF PATHAN:

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

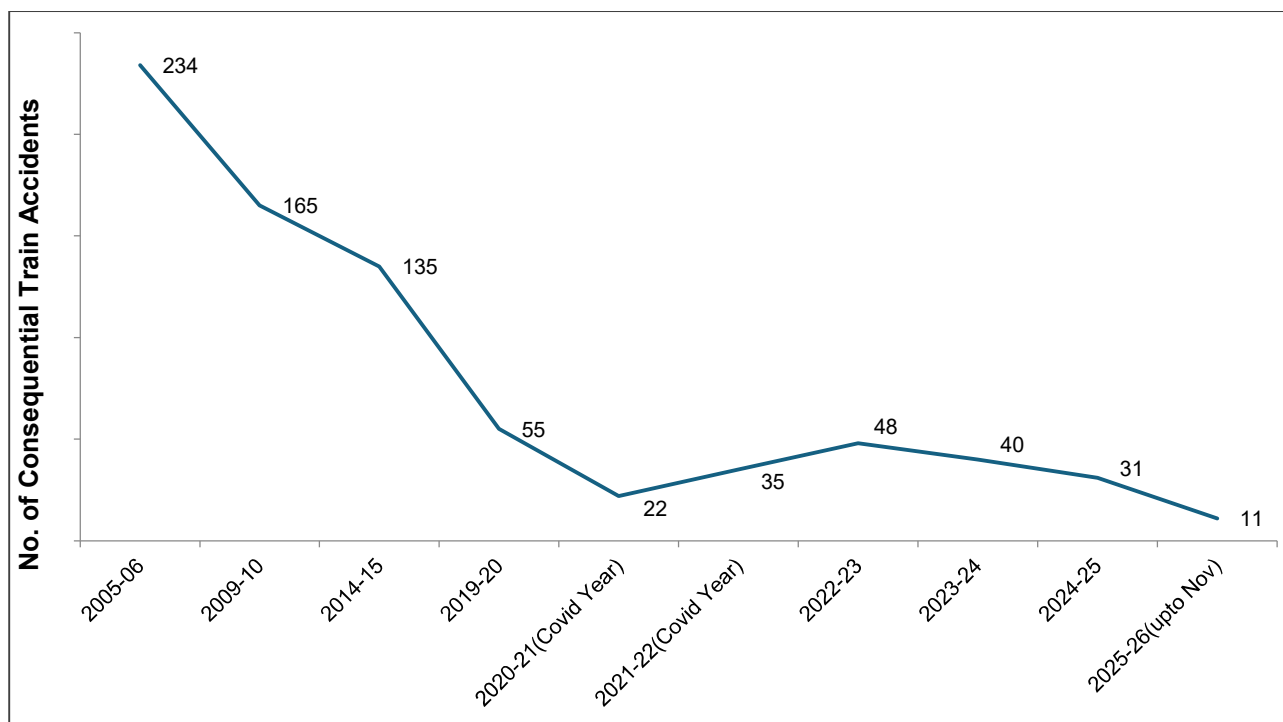
- (a) the details of train derailments since 2014, year and railway zone-wise;
- (b) the number of fatalities in these derailments since 2014, year and railway zone-wise; and
- (c) the details of amount of compensation paid on account of these fatalities since 2014, year and zone-wise?

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

(a) to (c) Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential Train Accidents have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below.

It may be noted that the Consequential Train Accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 31 in 2024-25 and further to 11 in 2025-26 (upto November 2025).

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2024-25, indicating an improvement of approx. 73% during the said period.



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

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:

Expenditure/Budget on Safety related activities (Rs. in Cr.)				
2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	2024-25	2025-26
39,463	87,327	1,01,651	1,14,022	1,16,470

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,656 stations up to 31.10.2025 to reduce accidents due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at 10,098 Level Crossing Gates up to 31.10.2025 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 6,661 stations up to 31.10.2025.
5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Initially, Kavach Version 3.2 was deployed on 1465 RKm of South Central Railway and 80 RKm of North Central Railway. 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 Palwal-Mathura-Kota-Nagda section (633RKm) on Delhi-Mumbai route and on Howrah-Bardhaman section (105RKm) on Delhi-Howrah route. Kavach implementation has been taken up in balance sections of Delhi-Mumbai and Delhi-Howrah route. Further, Kavach implementation has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.
6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of

completion drawing, etc. have been issued.

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

adoption of better welding technology for rails i.e., Flash Butt Welding.

16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
17. Patrolling of railway tracks to look out for weld/rail fractures.
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
23. Replacement of conventional ICF design coaches with LHB design coaches is being done.
24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.

26. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.
27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.
28. Regular counselling and training of staff is undertaken.
29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

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

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times

3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	
Better Maintenance Practices				
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction
Better Infrastructure and Rolling Stock				
1.	New Track KM added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.24: Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

Accident victims are paid ex-gratia relief soon after an accident or untoward incident. Total amount of ex-gratia paid by the Railways to the next of

kin of deceased individuals in train accidents that happened from 01.01.2014 to 21.11.2025 is Rs. 12.76 Cr.

Compensation for death and injury of railway passengers in train accidents and untoward incidents, as defined under Section 124 and Section 124-A (read with Section 123) of the Railways Act, 1989, is decided by Railway Claims Tribunal (RCT) on the basis of a claim application filed by the victims/their dependents before RCT and it disposes of the cases after following the due judicial process. Railway Administration pays compensation when a decree is awarded by Hon'ble RCT in favour of the claimant and Railways decide to implement the decree. Compensation amount is over and above the ex-gratia amount. Total amount of compensation paid by the Railways to the next of kin of the deceased individuals in train derailments that happened from 01.01.2014 to 21.11.2025 is Rs. 21.72 Crore.

It may be noted that the compensation paid in a year need not necessarily relate to the accidents/casualties in that year alone. The amount paid in a year depends upon the number of cases finalized by Railway Claims Tribunals (RCTs) or other Courts of Law in a particular year irrespective of the year(s) in which the accident they pertain to, have occurred.

**बस्तर संभाग, छत्तीसगढ़ में जनजातीय और पहाड़ी क्षेत्रों
में खराब ब्रॉडबैंड संपर्क**

648. श्री भोजराज नाग:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) देश के ग्रामीण क्षेत्रों में ब्रॉडबैंड संपर्क बढ़ाने के लिए उठाए गए कदमों का ब्यौरा क्या है, और
 (ख) छत्तीसगढ़ के बस्तर संभाग के जनजातीय एवं पर्वतीय क्षेत्रों में खराब नेटवर्क की समस्या के समाधान हेतु मोबाइल टावरों की स्थापना में तेजी लाने के लिए सरकार द्वारा उठाए गए/ उठाए जा रहे कदमों का ब्यौरा क्या है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) और (ख) सरकार 4जी सेचुरेशन परियोजना के तहत देश के ग्रामीण और दूर-दराज क्षेत्रों में 4जी मोबाइल टावर संस्थापित करके इंटरनेट सुविधाओं का विस्तार करने के लिए डिजिटल भारत निधि के तहत कई स्कीमें लागू कर रही है। इसके अलावा, भारतनेट परियोजना को चरणबद्ध तरीके से लागू किया जा रहा है ताकि सभी ग्राम पंचायतों (जीपी) और मांग के आधार पर गांवों को वाई-फाई हॉटस्पॉट्स, फाइबर टू द होम (एफटीटीएच) कनेक्शन इत्यादि जैसी ब्रॉडबैंड कनेक्टिविटी दी जा सके।

इसके अलावा ,सरकार ने गति शक्ति संचार पोर्टल लॉन्च करने और दूरसंचार (राइट ऑफ वे) नियमों को अधिसूचित करने जैसे कई कदम उठाए हैं ताकि दूरसंचार अवसंरचना संस्थापित करने की अनुमति को सुव्यवस्थित किया जा सके। साथ ही, छत्तीसगढ़ के बस्तर संभाग के जनजातीय और पर्वतीय क्षेत्रों में मोबाइल टावर संस्थापित करने में तेजी लाने और कनेक्टिविटी को बेहतर बनाने के लिए सुरक्षा संबंधी व्यवस्था और दूरसंचार सेवा प्रदाताओं (टीएसपी) के साथ समय-समय पर समीक्षा की जा रही हैं।

OVERCROWDING IN KOLKATA METRO

649. SHRI SHATRUGHAN SINHA:

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

(a) whether it is a fact that there has been a steady increase in cases of

overcrowding in Kolkata Metro and if so, the details thereof;

(b) whether the Government intends to increase the fleet of metros in Kolkata and if so, the details thereof and if not, the reasons therefor;

(c) whether it is a fact that Kolkata Metro is understaffed and if so, the details thereof; and

(d) whether the Government intends to employ more people in Kolkata Metro and if so, the details thereof and if not, the reason therefor?

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

(a) to (d) Metro project in Kolkata started in 1972. The details of the Metro commissioned since then are as under:

Period	Metro Commissioned
1972 to 2014 (42 years)	28 km
2014 to 2025 (11 years)	45 km

Presently, four metro corridors of total 52 km are under construction in and around Kolkata out of which 20 Km is held up due to land acquisition and utility shifting issues pertaining to State Government. The status of these corridors is as given below:

Name of Corridor & Length (km)	Work Completed (km)	Balance Length (km)	Status
Joka – Esplanade (14 km)	7.74 km (Joka-Majerhat)	6.26 km (Majerhat - Esplanade)	Progress of Work was affected due to slow land acquisition and utility diversion issues by state authorities.
New Garia-Dum Dum Airport (32 km)	9.8 km (New Garia-Belaghata)	22.2 km (Belaghata-Dum Dum Airport)	Work progress is slow due to delay in traffic diversion permission from state authorities.
Noapara – Barasat (18 km)	6.77 km (Noapara- Jai Hind Airport)	11.36 km (Jai Hind Airport - Barasat)	Work from Jai Hind Airport to Michael Nagar is in progress. Work from New Barrackpore to Barasat (7.5 Km) is held up due to land acquisition and encroachment issues by State authorities.
Baranagar-Barrackpore (12.5 km)	Work is held up due to pending utility (water pipeline of Kolkata Municipal Corporation) shifting in the alignment by state government authorities.		

Regarding, New Garia-Dum Dum Airport project (32 km), New Garia-Belaghata (9.8 km) has been completed. The balance work from Belaghata-Dum Dum Airport(22.2 km) has been taken up. However, NOC from Kolkata police is required for temporary road traffic diversion at Chingrighata junction for launching of viaduct which is pending (since Feb, 2025) inspite of repeated chasing with State Government. The matter is still unresolved.

Regarding ridership Kolkata metro, after COVID, there has been a steady increase in the number of passengers travelling on Kolkata Metro from 16.89 cr

passengers in 2022-23 to 20.81 cr passenger in 2024-25. To match the growing demand, the rakes deployed in Kolkata Metro have also been increased from 44 in 2022-23 to 55 at present.

Fleet of Metro rakes is increased based on increase in network and traffic requirements which is a continuous and ongoing process.

Recruitment in Indian Railways

Occurrence and filling up of vacancies are continuous processes in 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 including Kolkata Metro. The vacancies are filled up primarily by placement of indents by Railways with Recruitment agencies as per operational and technological requirements.

As per annual calendar 2024 and 2025, recruitment of 1,20,579 vacancies has been taken up on Indian Railways including Kolkata metro.

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

First stage/Single stage Computer Based Tests (CBTs) for 59,678 posts has been completed. Details are as under:

Exam	Candidates	Cities	Languages
1 st 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
1 st 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 (4208 vacancies)	45,30,288	147	15
CBT for Paramedical Categories (1,376 vacancies)	7,08,321	143	15
1 st Stage CBT for Non-Technical Popular Category (Graduate) (8,113 vacancies)	58,41,774	141	15
1 st Stage CBT for Non-Technical Popular Category (Under Graduate) (3,445 vacancies)	63,27,473	157	15
CBT for Ministerial & Isolated categories (1,036 vacancies)	4,46,013	139	15

2nd stage CBTs for the posts of ALP, JE/DMS/CMA and Non-Technical Popular Categories (Graduate) has also been completed. Details are as under:

Exam	Candidates	Cities	Languages
2 nd Stage CBT for the post of ALP (18,799 vacancies)	2,66,363	112	15
2 nd Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	1,17,339	118	15
2 nd Stage CBT for Non-Technical Popular Category (Graduate) (8,113 vacancies)	1,21,931	129	15

Computer Based Aptitude Test (CBAT) for the post of ALP has also been completed. Details are as under:

Exam	Candidates	Cities	Languages
CBAT for the post of ALP (18,799 vacancies)	1,32,044	84	2

CBT for 32,438 vacancies for level -1 categories has commenced from 27.11.2025 in 140 cities in 15 languages. Physical efficiency Test (PET) for 4,208 vacancies of Constable (RPF) has commenced from 13.11.2025.

Panels for more than 23,000 candidates for various posts including the posts of Technicians, Junior Engineers, Paramedical Categories, Sub-Inspectors (RPF) and Assistant Loco Pilots have been finalised. Majority of them are in safety categories.

In addition, as per Annual Calendar for the year 2025, seven Centralized Employment Notifications (CENs) for 28,463 vacancies have also been issued:

SN	CEN No.	Post Name	No. of Vacancies notified	Month of Notification
1	01/2025	Assistant Loco Pilots	9,970	March 2025
2	02/2025	Technicians	6,238	June 2025
3	03/2025	Para-medical	434	July 2025
4	04/2025	Section Controllers	368	August 2025
5	05/2025	Junior Engineers / Depot Material Superintendent	2,585	October 2025
6	06/2025	NTPC (Graduate)	5,810	October 2025

7	07/2025	NTPC (Under-Graduate)	3,058	October 2025

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.

Recruitment done in Indian Railways during 2004-2005 to 2013-2014 vis-à-vis during 2014-2015 to 2024-2025 is given as under:

Period	Recruitments
2004-2005 to 2013-2014	4.11 lakhs
2014-2015 to 2024-2025	5.08 lakhs

Further, as a system improvement, the Ministry of Railways has introduced a system of publishing annual calendar from 2024 for recruitment to various categories of Group 'C' posts. The introduction of 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.

**REVIVAL OF BSNL IN AMRITSAR AND PUNJAB'S
BORDER BELT**

650. SHRI GURJEET SINGH AUJLA:

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

- (a) whether the Government make BSNL, once again the backbone of telecommunications in Punjab, especially in border districts like Amritsar, is rapidly declining due to poor infrastructure, weak maintenance, staff shortage and lack of fiber and dish connectivity, while private operators are unable to fully penetrate remote and sensitive areas;
- (b) if so, the details thereof;
- (c) whether the Government is making any comprehensive revival plan for BSNL in Punjab, including upgrading tower infrastructure, improving fiber connectivity, enhancing local employment and ensuring reliable services in border villages where national security and connectivity are both crucial;
- (d) if so, the details thereof;
- (e) whether the Government consider a special package for BSNL revival in border areas, given that it is the only operator with historical reach and potential to restore digital inclusion, security communication and economic activity in such regions; and
- (f) if so, the details thereof?

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

- (a) to (f) To improve the telecom services, BSNL is rolling out one lakh

indigenously developed 4G sites for pan India deployment. As on 15.11.2025, total 97,208 sites have been installed and 93,859 4G sites are ON-Air. In Punjab, BSNL has installed total 4,012 4G BTS including 903 4G BTS in border Districts and 291 4G BTS in Amritsar. Under Bharat Net Project as on 17.11.2025, total 12,668 Gram Panchayats (GPs) of Punjab have been connected with Optical Fiber Connectivity (OFC).

Further, Amended Bharatnet program has been approved by the Union Cabinet on 04.08.2023 with an outlay of Rs. 1.39 Lakh Crores to extend fiber to all Gram Panchayats and villages on demand basis, including provisions for 1.5 Crores high speed FTTH broadband connections in rural areas. BSNL is the Project Management Agency for this scheme.

To further expand the network coverage in Border and remote areas, the Government is implementing various schemes such as 4G Saturation Scheme, Border Out Post (BOP)/Border Intelligence Post (BIP) etc. The details of these schemes are available on <https://usof.gov.in>.

GROSS EXPENDITURE ON RESEARCH AND DEVELOPMENT

651. SHRI BAIJAYANT PANDA:

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

- (a) whether country's Gross Expenditure on Research and Development (GERD) has shown significant growth during the last decade;
- (b) if so, the key sectors and institutions contributing to this increase and the share of the Government and private sectors in total R&D spending;

- (c) whether the Government has taken specific steps to encourage innovation, research output and patent filings in recent years;
- (d) if so, the details thereof; and
- (e) the manner in which country's rising R&D expenditure and increase in Science and Engineering PhDs are contributing to its goal of becoming a global innovation hub?

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 Sir. As per latest Research & Development Statistics, the Gross Expenditure on Research and Development (GERD) in the country has been consistently increasing over the years and has more than doubled from Rs. 60,196.75 crore in 2010-11 to Rs. 1,27,380.96 crore in 2020-21.
- (b) The key sectors and institutions contributing to this increase include: government R&D labs/institutions, public & private sector industries and higher education institutions. In the industrial R&D, the dominant sectors are Drugs & Pharmaceuticals, Information Technology, Transportation, Defence Industries and Biotechnology. The share of government spending in total R&D is 63.6% and that of private sectors is 36.4%.
- (c) and (d) The government has implemented several measures to encourage innovation, research output and patent filing with the aim to strengthen overall

research and innovation ecosystem of the country. Some of the key measures/steps taken up by the government include:

- Launch of ₹1.0 lakh crore Research, Development and Innovation (RDI) Fund to provide financial support to private industries for research and innovation in the critical areas that are vital for national development and global competitiveness such as: Energy security and transition, and climate action; 'Deep Technologies' including quantum computing, robotics and space; Artificial intelligence; Biotechnology and medical devices; Digital economy including digital agriculture; etc. This scheme aims to catalyze private sector investment in R&D.
- Establishment of the Anusandhan National Research Foundation (ANRF) to provide high-level strategic directions for research, innovation and entrepreneurship in the diverse fields of sciences and engineering.
- Creation of state-of-art R&D infrastructure in academic and research institutions through programmes like: Fund for Improvement of S&T Infrastructure in Universities and Higher Educational Institutions (FIST); Promotion of University Research and Scientific Excellence (PURSE); Sophisticated Analytical Instrument Facilities (SAIF); Sophisticated Analytical & Technical Help Institute (SATHI); etc.
- Promotion of S&T based innovation and entrepreneurship in academic and research institutions through programme such as: National Initiative for Developing and Harnessing innovations (NIDHI); Biotechnology Industry Research Assistance Council (BIRAC) programmes; Innovations

for Defence Excellence (iDEX); Technology Development Fund (TDF); TIDE 2.0 (Technology Incubation and Development of Entrepreneurs); etc.

- Implementation of mission mode programmes such as: National Quantum Missions (NQM); National Mission on Interdisciplinary Cyber-Physical Systems (NM-ICPS); National Supercomputing Mission; Mission for Advancement in High-impact Areas (MAHA)-Electric Vehicles; etc. for technology development in specific areas.
- Creation of enabling mechanism for IP management and commercialization through various initiatives such as: establishment of Patent Facilitating Centre; Patent Information Centre to facilitate IPR related activities through State S&T Councils; publishing Intellectual Property Guidelines to facilitate seamless transfer of IP at academic institutes towards commercialization of technologies/products; establishment of Technology Transfer Offices (TTOs) to facilitate transfer of technologies from universities and research institutions to the industry; providing IP and technology management service through Biotechnology Industry Research Assistance Council (BIRAC); etc.

(e) India's rising R&D investments and growth in science and engineering PhDs are directly contributing to its goal to become a global innovation hub and helped in strengthening research capacity, fueling innovation, boosting patent activity and enhancing global competitiveness which is reflected in India's position in global rankings i.e. significant jump in its Global Innovation Index (GII)

ranking from 81st (2015) to 38th (2025); 3rd position in number of startups; 3rd position in science and engineering publications; 4th position in number of PhDs in science & engineering; and 6th position in patent filing activity.

4G/5G MOBILE TOWER INFRASTRUCTURE

652. SHRI THARANIVENTHAN M. S.:

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

- (a) the total number of mobile towers installed during the last three years, State-wise and the number specifically installed in Tamil Nadu, especially in Arani Lok Sabha Constituency;
- (b) whether the Government has identified coverage gaps or weak network zones in Tamil Nadu especially in rural, hilly and coastal regions and if so, the details thereof;
- (c) the steps taken to expand 4G/5G mobile tower infrastructure to ensure reliable connectivity for education, banking, healthcare and e-governance services;
- (d) whether any complaints have been received regarding call drops, low data speed or long outages and if so, the actions taken to address them; and
- (e) the measures planned to enhance digital inclusion by ensuring universal mobile network access in all villages of Tamil Nadu?

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

- (a) State-wise count of number of Base Transceiver Stations (BTSs) installed

by Telecom Service Providers (TSPs) during last three years is given in the enclosed **Statement**. Further, total of 863 BTSs were installed in Arani constituency in last three years.

(b) to (e) To ensure universal mobile network availability in the country, including in rural, hilly and coastal regions of Tamil Nadu, Government has initiated 4G Saturation scheme to provide 4G mobile coverage in all uncovered villages.

Yes, complaints have been received regarding issues in the network connectivity including call drops and low data speed. To address the issues and to expand 4G/5G mobile tower infrastructure in the country, Government has taken several steps which, *inter-alia*, include the following:

- i. Auction of spectrum for 5G mobile services in 2022.
- ii. Financial reforms to rationalize Adjusted Gross Revenue (AGR), Bank Guarantees (BGs) and interest rates.
- iii. Removal of Spectrum Usage Charges for spectrum acquired in auction of 2022 and thereafter.
- iv. Simplification of procedure for SACFA (Standing Advisory Committee on Radio Frequency Allocations) clearance.
- v. Launch of GatiShakti Sanchar portal and RoW(Right of Way) Rules to streamline RoW permissions and clearance of installation of telecom infrastructure.
- vi. Time-bound permission for use of street furniture for installation of small cells and telecommunication line.

STATEMENT

Count of Base Transceiver Stations (BTSs) installed during last three years (From 01.04.2022 to 31.10.2025):

State/UTs	Count of BTSs installed from 01.04.2022 to 31.10.2025
Assam	19,067
Bihar	52,098
Chhattisgarh	19,725
Goa	2,319
Gujarat	59,468
Haryana	34,607
Himachal Pradesh	9,472
Jharkhand	18,308
Karnataka	48,942
Kerala	45,343
Madhya Pradesh	48,296
Maharashtra	95,695
Manipur	1,999
Meghalaya	2,093
Mizoram	949
Nagaland	1,515
Odisha	35,171
Punjab	27,827
Rajasthan	52,133
Sikkim	506
Tamil Nadu	64,548
Telangana	34,499
Tripura	2,580
Uttar Pradesh	1,22,943
Uttarakhand	11,493
West Bengal	62,476

Andaman & Nicobar (UT)	434
Chandigarh (UT)	1,284
UT of Dadra and Nagar Haveli and Daman and Diu	766
Delhi	22,203
Jammu & Kashmir	12,406
Laddakh	740
Lakshadweep (UT)	30
Puducherry (UT)	1,068

SOLAR PUMPS INSTALLED UNDER PM-KUSUM

653.SUSHRI IQRA CHOUDHARY:

SHRI PUSHPENDRA SAROJ:

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

- (a) the number of standalone solar agricultural pumps installed under Component-B of Pradhan Mantri-Kisan Urja Suraksha evam Utthan Mahabhiyan (PM-KUSUM) in Uttar Pradesh since 2020, year and district-wise;
- (b) the amount of Central Financial Assistance (CFA) and State Government share sanctioned and released under B-component in Uttar Pradesh during the last five years;
- (c) whether installation targets for solar pumps in Uttar Pradesh have been achieved during each of the last three years and if so, the details thereof; and
- (d) the details of farmers who have benefitted by producing and selling electricity under component-C of the PM-KUSUM, district-wise?

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

(a) to (c) PM-KUSUM scheme is a demand driven scheme. The capacities are allocated based on demand received and progress shown by the States/UTs. Implementation, including selection of beneficiaries, is the responsibility of State Implementing Agencies (SIAs). The funds under the scheme are released based on the progress of installation reported by the SIAs and as per provisions of the scheme guidelines.

Till 31.10.2025, a total of Rs. 383.90 crore has been released under Component B to Uttar Pradesh as Central Financial Assistance, during the last five years. The SIA has informed that an amount of Rs 497.97 Crore has been released as UP state share under this component.

As informed by SIA, district-wise and year-wise details of solar agriculture pumps installed under Component B of the scheme in Uttar Pradesh state, are given in the enclosed **Statement-I**.

(d) The district-wise details of farmers benefitted by solarization of grid connected agriculture pumps under Component C (Individual Pump Solarization) of the PM-KUSUM scheme in Uttar Pradesh state are given in the enclosed **Statement-II**.

STATEMENT-I

**Year and district-wise details of solar agriculture pumps installed under
Component-B
(as on 28.11.2025)**

S. No.	District Name	No. of Solar Pumps installed						
		2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	Total
1	Amethi	10	23	105	117	248	34	537
2	Ambedkarnagar	9	11	21	113	330	52	536
3	Amroha	158	136	346	514	705	15	1874
4	Ayodhya	20		179	137	245	35	616
5	Aligarh	22	6	85	120	238	41	512
6	Agra	9	74	72	91	141	42	429
7	Azamgarh	10	68	122	146	347	102	795
8	Etawah	34	5	131	86	182	13	451
9	Unnao	83	17	190	184	537	42	1053
10	Etah	5	10	43	29	167	9	263
11	Auraiya	8	34	62	24	74	4	206
12	Kannauj	84	15	91	83	185	24	482
13	Kushinagar	1	30	124	86	286	19	546
14	Kanpur Dehat	24	20	71	47	93	23	278
15	Kanpur Nagar	86	21	114	82	183	24	510
16	Kasganj	11	4	86	71	192	13	377
17	Kaushambi	37	5	73	62	87	19	283
18	Ghaziabad	0	25	92	64	63	27	271
19	Ghazipur	33	20	92	101	294	51	591
20	Gonda	5	5	163	139	494	35	841
21	Gorakhpur	5	59	184	90	269	19	626
22	Gautam Buddh Nagar	0	32	89	52	102	12	287
23	Chandauli	33	50	109	180	308	35	715
24	Chitrakoot	31	51	118	140	293	33	666
25	Jalaun	22	29	65	82	94	29	321
26	Jaunpur	10	7	153	165	597	139	1071
27	Jhansi	64	251	441	577	872	126	2331
28	Deoria	58	110	264	80	334	23	869
29	Pratapgarh	53	26	143	199	275	47	743

S. No.	District Name	No. of Solar Pumps installed						
		2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	Total
30	Prayagraj	88	105	411	772	1139	199	2714
31	Pilibhit	109	127	306	308	539	19	1408
32	Fatehpur	53	28	83	86	225	61	536
33	Farrukhabad	78	22	181	189	365	89	924
34	Firozabad	5	24	83	95	180	10	397
35	Budaun	65	43	156	180	426	4	874
36	Bareilly	116	59	221	268	667	13	1344
37	Bulandshahr	172	20	284	282	393	25	1176
38	Balrampur	16	17	79	72	123	18	325
39	Ballia	35		183	115	285	41	659
40	Basti	82	59	247	149	438	30	1005
41	Bahraich	14	67	136	157	378	50	802
42	Baghpat	0	57	86	76	66	28	313
43	Banda	182	54	298	252	503	71	1360
44	Barabanki	34	47	126	291	368	44	910
45	Bijnor	67	71	530	545	604	63	1880
46	Bhadohi	5	24	49	36	127	8	249
47	Mau	4		67	26	96	23	216
48	Muzaffarnagar	0	53	96	92	129	21	391
49	Mathura	2	3	56	61	93	13	228
50	Mainpuri	9	2	88	81	207	30	417
51	Meerut	0	62	63	93	150	27	395
52	Moradabad	22	59	379	360	486	18	1324
53	Maharajganj	12	114	216	112	414	11	879
54	Mahoba	258	86	585	386	443	79	1837
55	Mirzapur	22	106	146	291	764	117	1446
56	Rampur	76	22	478	552	781	10	1919
57	Raebareli	41	54	170	207	522	79	1073
58	Lucknow	111	108	250	250	645	69	1433
59	Lakhimpur-Kheri	31	42	225	287	738	30	1353
60	Lalitpur	86	238	417	620	1961	228	3550
61	Varanasi	91	53	199	155	178	18	694
62	Shravasti	0	4	36	15	50	23	128
63	Shamli	4	30	82	68	106	29	319

S. No.	District Name	No. of Solar Pumps installed						
		2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	Total
64	Shahjahanpur	95	45	284	505	1003	16	1948
65	Sant Kabir Nagar	48	61	253	86	362	52	862
66	Sambhal	10		177	217	330	18	752
67	Sultanpur	36	36	136	227	328	35	798
68	Saharanpur	133		173	278	321	48	953
69	Siddharthnagar	19	36	156	66	201	28	506
70	Sitapur	49	62	199	295	839	54	1498
71	Sonbhadra	46	30	328	652	1297	203	2556
72	Hamirpur	50	89	238	213	254	30	874
73	Hardoi	44	78	254	392	713	37	1518
74	Hathras	25	4	43	36	72	4	184
75	Hapur	0	16	122	143	260	9	550
Total		3370	3461	13203	14500	28804	3219	66557

STATEMENT-II

**District-wise details of farmers benefitted from solarization of grid connected agriculture pumps under Component-C(IPS)
(as on 31.10.2025)**

S. No.	District Name	No. of farmers benefitted
1.	Aligarh	10
2.	Ambedkar Nagar	14
3.	Amethi	5
4.	Amroha	47
5.	Auraiya	3
6.	Ayodhya	20
7.	Azamgarh	41
8.	Badaun	235
9.	Baghpat	2
10.	Bahraich	12
11.	Ballia	23
12.	Balrampur	4
13.	Banda	63

S. No.	District Name	No. of farmers benefitted
14.	Barabanki	65
15.	Bareilly	95
16.	Basti	13
17.	Bhadohi	7
18.	Bijnor	14
19.	Bulandshahr	13
20.	Chandauli	15
21.	Chitrakoot	70
22.	Deoria	6
23.	Etah	13
24.	Etawah	22
25.	Farrukhabad	9
26.	Fatehpur	8
27.	Gautam Buddha Nagar	5
28.	Ghaziabad	2
29.	Ghazipur	133
30.	Gonda	3
31.	Gorakhpur	10
32.	Hamirpur	5
33.	Hapur	5
34.	Hardoi	132
35.	Jalaun	8
36.	Jaunpur	160
37.	Jhansi	59
38.	Kanpur Nagar	1
39.	Kasganj	2
40.	Kaushambi	1
41.	Kushinagar	5
42.	Lakhimpur Kheri	342
43.	Lalitpur	337
44.	Lucknow	15
45.	Maharajganj	1
46.	Mahoba	20
47.	Mainpuri	9
48.	Mathura	3

S. No.	District Name	No. of farmers benefitted
49.	Mau	32
50.	Meerut	42
51.	Mirzapur	230
52.	Moradabad	42
53.	Muzaffarnagar	25
54.	Pilibhit	400
55.	Pratapgarh	86
56.	Prayagraj	47
57.	Raebareli	1
58.	Rampur	73
59.	Saharanpur	36
60.	Sambhal	60
61.	Shahjahanpur	550
62.	Shrawasti	9
63.	Siddharthnagar	1
64.	Sitapur	257
65.	Sonbhadra	1,119
66.	Sultanpur	20
67.	Unnao	62
68.	Varanasi	172
Total		5,351

SELECTED RAILWAY STATIONS UNDER ABSS

654. SHRIMATI JUNE MALIAH:

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

- (a) the name of stations selected under the Amrit Bharat Station Scheme (ABSS), State-wise;
- (b) the number of stations where work has been sanctioned, State-wise;
- (c) the number of stations where work has been completed, State-wise; and

(d) the amount of funds allocated, released and utilised under the said scheme since its inception, year-wise?

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

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

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

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

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

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

So far, 1337 stations have been identified for development under this scheme. Development works at railway stations under Amrit Bharat Station Scheme have been taken up at a good pace. Till now, works of 105 stations has been completed. Names of these stations are as following:

Ambikapur, Amgaon, Ayodhya Dham, Bagalkot, Baijnath Paprola, Balrampur, Bareilly City, Begumpet, Bhanupratappur, Bhilai, Bijnor, Bundi, Chanda Fort, Chidambaram, Chinchpokli, Chirayinkeezh, Cuttack, Dakor, Derol, Deshnoke, Devlali, Dharwad, Dhule, Dongargarh, Fatehabad, Fatehpur Shekhawati, Gadag, Gogameri, Gokak Road, Gola Gokarnath, Gomti Nagar, Govardhan, Govind Garh, Govindpuri, Govindpur Road, Haibargaon, Hathras City, Hapa, Idgah Agra Jn., Izzatnagar, Jam Jodhpur, Jam Wanthali, Joychandi Pahar, Kalyani Ghoshpara, Kanalus Jn., Karamsad, Karimnagar, Katni South, Kedgaon, Kosamba Jn., Kulitturai, Lasalgaon, Limbdi, Lonand Jn., Mahe, Mahuva, Mailani, Mandal Garh, MandawarMahwa Road, Mandi Dabwali, Mannargudi, Matunga, Mithapur, Morbi, Munirabad, Murtizapur Jn., Narmadapuram (Hoshangabad), Netaji

Subhash Chandra Bose Itwari Junction, Okha, Orchha, Palitana, Panagarh, Parel, Pirpainti, Pokhrayan, Polur, Rajgarh, Rajmahal, Rajula Jn., Ramghat Halt, Saharanpur Jn., Samakhiyali, Samalpatti, Sankarpur, Savda, Seoni, Shahad, Shajapur, Shridham, Siddharth Nagar, Sihor Jn., Srirangam, St.Thomas Mount, Sullurpeta, Suraimanpur, Swaminarayan Chappia, Thawe, Tiruvannamalai, Ujhani, Urkura, Utran, Vadakara, Vadala Road, Vriddhachalam Jn., Warangal.

The works 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 structural framework of new main entry station building on South side and 2 nos. air concourses have been completed. The finishing works of new main entry station building on South side and air concourses, structural work of station building on North side, platform shelter works, lift, escalators etc. have been taken up.
- **Nellore station:** The structural frameworks, brickwork and plastering of station buildings on both East and West sides and structural work of air concourse have been completed. The finishing works of station building on both East and West side and air concourse, extension work of subway, water tanks, sewage treatment plant have been taken up.
- **Yesvantpur station:** The structural works of East side station building, civil works of East side sub-station, East side elevated road and Multi Level Car parking have been completed. The finishing works of East side station

building, East side elevated road and Multi Level Car parking, sewage treatment plant, structural work of West side station building and air concourse have been taken up.

- **Bangalore Cantt. station:** The works of 24m wide diversion road on the South side, training centre, hostel on North side, structural work of South side station building have been completed. The finishing work South side station building, structural work of North side station building, Foot Over Bridge have been taken up.
- **Rameswaram station:** The structural works of East/North terminal building, departure forecourt, arrival forecourt, residential tower, sub-station building, desalination plant and sewage treatment plant have been completed. The masonry works of East terminal building, finishing works of North terminal building, departure forecourt, arrival forecourt, residential tower, platform upgradation including platform shelter and revamping of existing waiting hall have been taken up.
- **Safdarjung station:** The work of signal building, station building, plumbing and firefighting, structural work of operational building up to terrace floor slab, air concourse foundation and pedestals have been completed. The station building electrical and low voltage work, platform refurbishing work, finishing work of operational building, overhead tank, air concourse 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 higher category of station over lower category of station while sanctioning and executing the works.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

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. The fund allocation of ₹ 12,118 crore has been made for the financial year 2025-26 under Plan Head-53 and expenditure (up to October, 2025) of ₹ 7,253 crore has been incurred so far.

5G CONNECTIVITY ALONG MP-RAJASTHAN BORDER**655. SHRI DUSHYANT SINGH:**

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

(a) whether the Government has any plan for providing 5G network connectivity through installation of communication towers in the districts located along MP-Rajasthan border, particularly the Jhalawar-Baran region and if so, the details thereof along with the break-down of the number of 5G communication towers installed so far, district-wise;

(b) whether the Government has conducted any scientific evaluation of the safety profile of 5G communication towers, particularly with regard to any potential link between exposure to electromagnetic fields and the occurrence of ailments such as cancer and if so, the details thereof; and

(c) whether the Government has issued any guidelines specifying exposure limits, or safety measures to be followed by the telecom operators to ensure the safety of the general public and if so, the details thereof?

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

(a) As on 31.10.2025, 5G Base Transceiver Stations (BTSSs) are available in all the districts of Madhya Pradesh and Rajasthan State including the districts located along MP-Rajasthan border. Further, Telecom Service Providers (TSPs) have installed 412 and 303 number of 5G BTSSs in Jhalawar and Baran districts respectively.

(b) and (c) World Health Organization (WHO) has observed that :

“All reviews conducted so far have indicated that exposures below the limits recommended in the International Commission on Non-Ionising Radiation Protection(ICNIRP) 1998 EMF guidelines, covering the full frequency range from 0-300 GHz, do not produce any known adverse health effect.”

Further, Government has issued guidelines specifying exposure limits to be followed by the Telecom Service Providers (TSPs) to ensure the safety of the general public. The details are given in the enclosed **Statement**. It is to further mention that the present limit for EMF exposure from BTSs in India is two times more stringent than the limits prescribed by International Commission on Non Ionizing Radiation Protection (ICNIRP).

STATEMENT

Guidelines specifying exposure limits:

Frequency Range	Power Density (Watt/Square Meter)
400MHz to 2000MHz	Frequency(in MHz)/400
2GHz to 300GHz	5

Where, MHz = Mega Hertz

GHz = Giga Hertz

ग्रामीण और शहरी क्षेत्रों में डिजिटल कनेक्टिविटी

656. श्री सतपाल ब्रह्मचारी:

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

(क) क्या ग्रामीण और शहरी क्षेत्रों में डिजिटल कनेक्टिविटी को मजबूत करने के लिए हाल के वर्षों में सरकार द्वारा कोई प्रमुख योजनाएं शुरू की गई हैं या कोई बड़ी पहल की गई है और यदि हां, तो

तत्संबंधी ब्यौरा है,

(ख) क्या “भारतनेट परियोजना” के अंतर्गत सोनीपत लोक सभा निर्वाचन क्षेत्र की सभी ग्राम पंचायतों

को हाई-स्पीड इंटरनेट कनेक्टिविटी प्रदान की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार मोबाइल टावरों की संस्थापना के लिए 5जी सेवा और मोबाइल नेटवर्क कवरेज के

विस्तार के लिए उक्त क्षेत्र में विशेष योजनाएं चला रही है;

(घ) यदि हां, तो सोनीपत जिले में अब तक उक्त योजनाओं के अंतर्गत कितनी ग्राम पंचायतें जुड़ी

हुई हैं और प्रस्तावित नए विकास कार्यों का ब्यौरा क्या है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) सरकार ने डिजिटल भारत निधि (डीबीएन) से वित्तपोषित प्रमुख स्कीमों के माध्यम से ग्रामीण क्षेत्रों में दूरसंचार सेवाओं और ब्रॉडबैंड का विस्तार करने के लिए कई कदम उठाए हैं, जैसे कि ग्राम पंचायतों (जीपी) में ब्रॉडबैंड कनेक्टिविटी प्रदान करने के लिए भारतनेट और सेवा से वंचित गांवों में 4जी मोबाइल सेवाएं प्रदान करने के लिए 4जी सैचुरेशन परियोजना। सरकार, भारत संचार निगम लिमिटेड (बीएसएनएल) द्वारा स्वदेशी 4जी स्टैक के माध्यम से पूरे देश में 4जी नेटवर्क के रोलआउट में भी मदद कर रही है।

(ख) सोनीपत लोक सभा निर्वाचन क्षेत्र में 342 ग्राम पंचायतों (जीपी) में भारतनेट के अंतर्गत हाई स्पीड इंटरनेट कनेक्टिविटी प्रदान की गई है।

(ग) और (घ) बीएसएनएल ने सोनीपत लोक सभा निर्वाचन क्षेत्र में स्वदेशी 4जी प्रौद्योगिकी वाले 196 मोबाइल बीटीएस (शहरी-81, ग्रामीण-115) संस्थापित किए हैं, जिनका आगे 5जी में उन्नयन किया जा सकता है। बीएसएनएल द्वारा वर्तमान में सोनीपत जिले में 97 ग्राम पंचायतों (जीपी) को 4जी प्रौद्योगिकी (5जी में उन्नयन करने योग्य) से जोड़ा गया है।

NESIDS PROJECTS IN ASSAM

657. MD. RAKIBUL HUSSAIN:

Will the Minister of **DEVELOPMENT OF NORTH EASTERN REGION** be pleased to state:

- (a) whether the Government has assessed the impact of road and connectivity projects in Assam under the North-East Special Infrastructure Development Scheme (NESIDS), if so, the details thereof;
- (b) the total number of projects completed;
- (c) whether any projects are pending due to land or clearance issues, if so, the details thereof; and
- (d) the proposed deadlines for completion?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION (DR. SUKANTA MAJUMDAR):

(a) The North East Special Infrastructure Development Scheme (NESIDS) was approved as a new Central Sector Scheme in 2017-18 and restructured into two components viz. NESIDS (Roads) and NESIDS (Other Than Roads Infrastructure) in 2022-23. The broad objective of NESIDS-Roads is to ensure focused development of North Eastern Region by providing financial assistance to the eight North Eastern States for projects leading to the creation of road infrastructure.

The Ministry of Development of North Eastern Region (MDoNER) has assessed the impact of road connectivity under NESIDS (Roads) scheme of all the eight (08) states of North Eastern Region, *inter-alia*, including Assam, through Indian Institute of Management (IIM), Shillong on multiple parameters including Infrastructure development, social infrastructure, regional growth, Multi

sectoral support, Implementation mechanism etc.

The impact study has, *inter-alia*, emphasized that the projects under NESIDS not only meet immediate infrastructure needs but also generate long-term socio-economic benefits – enhancing trade, tourism and mobility across the region. They also align with Sustainable Development Goals (SDGs) no. 9 (Industry, innovation and infrastructure) and 11 (Sustainable cities and economies), ensuring responsible growth.

(b) A total of 20 road projects had been sanctioned under NESIDS for the State of Assam since 2017, out of which 14 projects have since been completed.

(c) No project under NESIDS (Roads) is pending due to land or clearance issues in the State of Assam.

(d) The implementation period of the projects sanctioned under NESIDS depends upon various factors such as the geographical location, terrain, availability of land, mandatory statutory clearances, removal of obstacles, financial closures etc.

ARIYALUR-ERODE BROAD GAUGE LINE

658. SHRI MATHESWARAN V. S.:

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

- (a) the present status of proposal for new broad gauge line for 108 km connecting Ariyalur with Erode via Perambalur, Thuraiyur and Thathaiyengarpet, Tiruchengodu; and
- (b) whether there is delay in executing the projects despite construction wing

of the Southern Railway undertook study in 2018 and if so, the details thereof?

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

(a) and (b) Ariyalur–Erode are already connected via Tiruchchirapalli, Karur on the existing Railway network. However, to further augment the connectivity, a survey for preparation of Detailed Project Report (DPR) for new line between Ariyalur to Namakkal via Perambalur (116 km) has been sanctioned and the field survey has been completed.

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

Tamil Nadu

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

Period	Outlay
2009-14	₹ 879 crore/year
2025-26	₹ 6,626 crore (more than 7.5 times)

As on 01.04.2025, 15 projects (9 New Line, 03 Gauge Conversion and 03 Doubling) of 1,700 Km length, costing ₹22,808 Crore, falling fully/partly in the

State of Tamil Nadu, are sanctioned, out of which 665 Km length has been commissioned and an expenditure of ₹7,591 Crore has been incurred upto March' 2025. The summary is as under:

Category	No. of sanctioned projects	Total Length (in Km)	Length Commissioned upto Mar'25 (in Km)	Expenditure upto Mar' 25 (₹ in Cr.)
New Line	9	812	24	1,337
Gauge Conversion	3	748	604	3,471
Doubling / Multitracking	3	140	37	2,783
Total	15	1,700	665	7,591

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

S.N.	Project	Cost (₹ in Crores)
1	Dindigal-Palani-Pollachi Gauge Conversion (121 Km)	610
2	Pollachi-Palghat Gauge Conversion (56 Km)	350
3	Pollachi-Podhanur Gauge Conversion (40 Km)	400
4	Quilon - Tirunelveli - Tiruchendur Gauge Conversion (357 Km)	1,122
5	Mayiladuturai - Thiruvavarur - Karaikkudi Gauge Conversion (187 Km)	1,338
6	Madurai-Bodiyakannur Gauge Conversion (90 Km)	593
7	Chengalpattu-Villupuram Doubling (102 Km)	670
8	Tiruvallur-Arakkonam 4th line (27 Km)	83
9	Chennai Central-Basin Bridge Doubling (2 Km)	31
10	Thanjavur-Ponmalai Doubling (48 Km)	370
11	Villupuram-Dindigul Doubling (273 Km)	2,000
12	Chennai Beach-Korukkupet 3rd line (5 Km)	168

13	Chennai Beach-Attipattu 4th line (22 Km)	293
14	Omalur-Metturdam Patch Doubling (29 Km)	327
15	Chengalpattu - Villupuram and Tambaram -Chengalpattu-3rd line (133 Km)	1,122
16	Salem-Magnesite Junction-Omalur Doubling (11 Km)	115
17	Madurai- Maniyachi-Tuticorin Doubling (160 Km)	1,891
18	Maniyachi-Nagercoil Doubling (102 Km)	1,752
19	Chennai Beach-Chennai Egmore Doubling (4 Km)	272
20	Karaikal-Peralam New line (23 Km)	373
21	Northern End Port connectivity to Karaikal Port (1 Km)	18

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

S.N	Project	Cost (₹in Crores)
1	Tindivanam-Nagari new line (184 Km)	3,631
2	Morappur-Dharmapuri new line (36 Km)	359
3	Nagapattinam-Tiruturaipundi new line (43 Km)	742
4	Trivandrum-Kanyakumari Doubling (87 Km)	3,785
5	Arakkonam yard 3rd & 4th line (6 Km)	98

In last three years i.e. 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 28 surveys (05 New Line and 23 Doubling) covering a total length of 2,493 Km has been sanctioned falling fully/partly in the State of Tamil Nadu.

Execution of important infrastructure projects falling fully/partly in the State of Tamil Nadu are held up due to delay in land acquisition. Status of land acquisition in Tamil Nadu is as under:

Total Land required for Projects in Tamil Nadu	4,326 Ha
Land Acquired	1,052 Ha (24%)
Balance Land to be acquired	3,274 Ha (76%)

Support of the Government of Tamil Nadu is needed to expedite the land acquisition.

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

S N	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1.	Tindivanam - Tiruvannamalai new line (71 Km)	276	33	243
2.	Attiputtu - Puttur new line (88 Km)	189	0	189
3.	Morappur-Dharmapuri new line (36 Km)	92	45	47
4.	Mannargudi-Pattukkottai new line (41 Km)	196	0	196
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 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.

**OVERCROWDING IN SUBURBAN TRAINS UNDER
CENTRAL AND WESTERN RAILWAY**

**659. PROF. VARSHA EKNATH GAIKWAD:
SHRI SANJAY DINA PATIL:**

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

- (a) whether the Government is aware of severe overcrowding and congestion in suburban trains operating under Central and Western Railway in Mumbai;
- (b) if so, the average number of passengers travelling per coach against the prescribed capacity during peak hours;
- (c) whether the Government has conducted any study to assess the demand-supply gap and proposes to introduce additional services, extended rakes or new coaches to ease congestion and if so, the details thereof;
- (d) whether any projects have been approved to expand track capacity, modernise signalling and segregate suburban and long-distance rail traffic and if so, the details thereof;
- (e) the details and present status of such projects including assistance from international agencies; and
- (f) the measures taken/being taken to enhance passenger safety including construction of foot overbridges, escalators, lifts and improved crowd management systems at suburban stations?

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

(a) to (f) To address the increasing demand over the suburban railway network in Mumbai area, following steps have been taken:

I. To cater to the needs of the commuters of Mumbai, Suburban services including AC-EMUs are being operated. At present Western Railway runs 1406 services including 109 AC services, while Central Railway runs 1810 services including 80 AC services.

After extension of all platforms on the slow corridor between Virar and Andheri, the numbers of 15 car services have been increased from 79 to 211 in a phased manner. Besides, introduction of new trains including suburban services on any route/section 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

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

SN	Name of project	Cost (₹ in crore)
1	6th Line Mumbai Central-Borivali (30 km)	919
2	Extension of Harbour Line Goregaon-Borivali (7 km)	826
3	Virar-Dahanu Road 3rd & 4th Line (64 km)	3587
4	5th & 6th Line CSTM-Kurla (17.5 km)	891
5	Panvel-Karjat Suburban Corridor (29.6 km)	2782
6	Airoli-Kalwa (elevated) Suburban Corridor link (3.3 km)	476
7	5th & 6th line Borivali-Virar (26 km)	2184
8	4th line between Kalyan-Asangaon (32 km)	1759
9	3rd & 4th line between Kalyan-Badlapur (14.05 km)	1510
10	Kalyan Yard-Segregation of Main Line & Suburban	866
11	Vasai bye pass line (Double line) between Naigaon and Juchandra (5.73 km)	176
12	Trespass Control such as FOBs etc. (34 locations)	551

Also, a total of 238 rakes of 12 cars have been sanctioned under MUTP-III & IIIA at a cost of ₹19,293 crore. The process for procurement of these rakes has been taken up.

Presently, 17 rakes of AC EMUs with Automatic Door Closure System are operating on Mumbai Suburban Network. A decision has been taken for development of two Non-AC EMU rakes with Automatic Doors Closure mechanism, by ICF, Chennai. These EMU rakes shall have Automatic Doors, Vestibules, Roof Mounted Ventilation Unit and Doors with Louvers for air circulation.

III. Following steps have been taken to improve signaling system and increasing capacity:

1. Remodelling works in connection with increase in number of coaches from

12 to 15 on suburban trains for CSMT – Kalyan Section of Central Railway has been sanctioned.

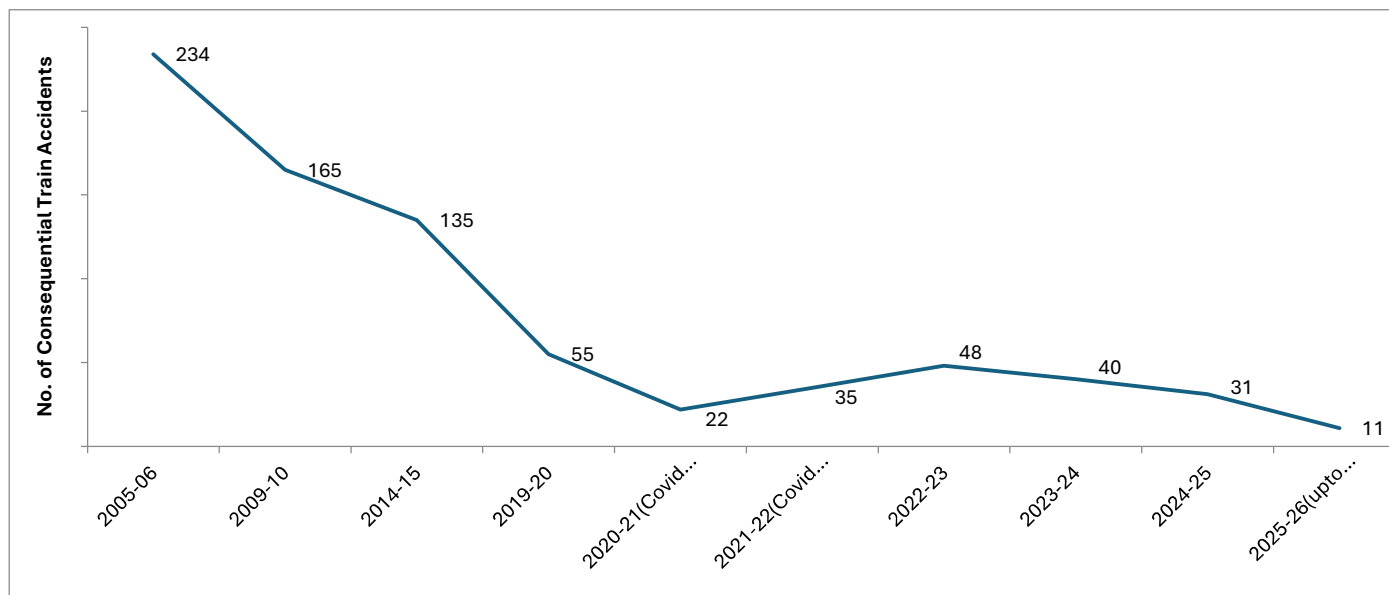
2. Existing Signalling system is being replaced by Electronic Interlocking at 7 stations (Dadar, Lower Parel, Marine lines, Charni Road, Ram Mandir, Churchgate and Bandra Terminus) of Western Railway. Out of this Electronic Interlocking work at Lower Parel has been commissioned and work is in progress at Dadar.
3. Reliability Enhancement measures like provision of dual detection systems are being provided at Bhayander, Naigoan, Mahim, Prabhadevi and Dahanu Road stations of Western Railway and work is in progress.

IV. For ease of passenger, different amenities like Escalators, Elevators, Platform Extensions, Skywalks/ Highwalks, Elevated Decks, new FOBs, interconnection with FOBs, improved signages, lighting and ventilation etc, are being provided under various works of MUTP III and IIIA. Accordingly, 142 lifts and 237 escalators have been provided at 84 suburban railway stations over Central and Western Railway.

V. 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. Consequential Train Accidents have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below.

It may be noted that the Consequential Train Accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 31 in 2024-25 and further to 11 in 2025-26 (upto November, 2025).

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2024-25, indicating an improvement of approx. 73% during the said period.



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:-

Expenditure/Budget on Safety related activities (Rs. in Cr.)				
2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	2024-25	2025-26
39,463	87,327	1,01,651	1,14,022	1,16,470

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,656 stations up to 31.10.2025 to reduce accident due to human failure.

3. Interlocking of Level Crossing (LC) Gates has been provided at 10,098 Level Crossing Gates up to 31.10.2025 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 6,661 stations up to 31.10.2025.
5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Initially, Kavach Version 3.2 was deployed on 1465 Rkm of South Central Railway and 80 Rkm of North Central Railway. 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 Palwal-Mathura-Kota- Nagda section (633 Rkm) on Delhi- Mumbai route and on Howrah-Bardhaman section (105 Rkm) on Delhi-Howrah route. Kavach implementation has been taken up in balance sections of Delhi-Mumbai and Delhi-Howrah route.

Further, Kavach implementation has been taken up on 15,512 Rkm covering all Golden Quadrilateral (GQ), Golden Diagonal (GD), High Density Network (HDN) and identified sections of Indian Railways.

6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
7. System of disconnection and reconnection for S&T equipment as per

protocol has been re-emphasized.

8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.
12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.
13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.
16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and

TRC (Track Recording Cars).

17. Patrolling of railway tracks to look out for weld/rail fractures.
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
23. Replacement of conventional ICF design coaches with LHB design coaches is being done.
24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.
26. Indian Railways has displayed Statutory "Fire Notices" for widespread passenger information in all coaches. Fire posters are provided in every

coach so as to educate and alert passengers regarding various Do's and Don'ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.

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

28. Regular counselling and training of staff is undertaken.

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

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

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	

	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction
	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs)/ Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.24: Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

VI. The following steps are taken for safety of passengers in Mumbai Suburban

Railway network: -

1. Coordination with GRP/State Police are made for ensuring crowd management.
2. GRP & RPF staff is deployed at foot-over bridges and other sensitive locations to regulate crowd smoothly in order to avoid stampede like situation during the heavy rush period and render real time assistance to passengers.

3. Frequent announcement is made at railway stations using Public Announcement systems as well as through Loud Hailers cautioning passengers against crossing tracks, boarding moving trains and travelling on footboards/rooftops.
4. Short videos for passenger awareness are also displayed in Rail Display Network at railway station.
5. Intelligence units(CIB/SIB) and plain cloth staff are deployed for collection of information regarding rush. Accordingly arrangements are made associating GRP/Police.
6. State Level Security Committee of Railways (SLSCR) under the chairmanship of DGP have been constituted of the state for regular monitoring and review of security arrangements of the Railways.
7. For immediate assistance, passengers can make complaint on Rail Madad Portal directly or through Helpline Number 139 [integrated with Emergency Response Support System (ERSS) No.112].
8. Railways are in regular touch with passengers through various social media platforms like Twitter & Facebook etc. to enhance security of passengers and to address their security concern.
9. Surveillance is kept through CCTV cameras provided at Railway stations and in coaches for enhanced security of passengers.
10. Various awareness and sensitization campaigns are conducted by railways using social media, digital & print media.
11. Flex boards in both Hindi & Marathi languages have been installed at

vulnerable locations of trespassing to caution the passengers/public against crossing railway tracks.

12. Legal action is taken against persons travelling on train rooftops, footboards and other restricted places of the train formation.

कृषि उपज का भंडारण

660. श्री देवेश शाक्य:

श्री नीरज मोर्य:

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

(क) क्या खाद्य उपभोक्ता अवसंरचना और कृषि विपणन योजना के तहत कृषि उपज के भंडारण के लिए ग्रामीण क्षेत्रों में गोदाम/भंडारण इकाइयां स्थापित की जा रही है;

(ख) यदि हां, तो गत तीन वर्षों के दौरान एटा, कासगंज, कन्नौज, मैनपुरी, औरैया और आंवला (बरेली) जिलों में उक्त योजना के अंतर्गत ग्रामीण भंडारण के लिए स्वीकृत और निर्मित भंडागारों की वर्ष-वार कुल संख्या कितनी है;

(ग) उक्त जिलों में निर्मित/सृजित भंडारण क्षमता (मीट्रिक टन में) कितनी है;

(घ) इन परियोजनाओं पर खर्च की गई कुल धनराशि जिले-वार और वर्ष-वार कितनी है;

(ड.) क्या सरकार का विचार उक्त जिलों में भंडारण क्षमता बढ़ाने के लिए भविष्य में अतिरिक्त परियोजनाओं को मंजूरी देने का है; और

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

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

(क) खाद्य एवं सार्वजनिक वितरण विभाग (डीएफपीडी), भारतीय खाद्य निगम (एफसीआई) के माध्यम से निम्नलिखित योजनाओं के अंतर्गत क्षमता सृजन करके अपनी भंडारण क्षमता बढ़ा रहा है:-

1. निजी उद्यमी गारंटी (पीईजी) योजनाएँ

2. केंद्रीय क्षेत्र योजना 'भंडारण एवं गोदाम', पूर्वोत्तर राज्यों पर केंद्रित
3. परिसंपत्ति मुद्रीकरण योजना
4. सार्वजनिक-निजी भागीदारी (पीपीपी) मोड के तहत साइलो का निर्माण

उपरोक्त के अतिरिक्त, कृषि एवं किसान कल्याण मंत्रालय (एमओएफडब्ल्यू) दिनांक 01.04.2001 से वैज्ञानिक भंडारण क्षमता सृजन हेतु पूंजीगत सब्सिडी योजना, ग्रामीण गोदाम योजना (आरजीएस) और भंडारण कृषि विपणन अवसंरचना के अलावा सृजन हेतु दिनांक 20.10.2004 से कृषि विपणन अवसंरचना श्रेणीकरण एवं मानकीकरण (एएमआईजीएस) का कार्यान्वयन कर रहा है। दोनों योजनाओं को दिनांक 01.04.2014 से एकीकृत कृषि विपणन योजना (आईएसएम) की उप-योजना "कृषि विपणन अवसंरचना (एएमआई)" के रूप में समाहित कर लिया गया है और इसे अपने संबद्ध कार्यालय, विपणन एवं निरीक्षण निदेशालय (डीएमआई) के माध्यम से ग्रामीण क्षेत्रों सहित पूरे देश में कार्यान्वित किया जा रहा है।

(ख) से (घ) संदर्भित जिले में एफसीआई की विभिन्न योजनाओं के अंतर्गत खाद्य एवं सार्वजनिक वितरण विभाग के तहत स्वीकृत क्षमताएं नीचे तालिकाबद्ध हैं:-

योजना	एटा	कासगंज	कन्नौज	मैनपुरी	औरैया	बरेली
पीईजी	0	25000	0	0	0	0
परिसंपत्ति मुद्रीकरण	0	0	0	0	0	0
साइलो	0	0	50000	0	25000	0

इसके अलावा, कन्नौज में 50,000 टन क्षमता का एक साइलो प्रचालन में है।

चूँकि ये योजनाएँ सार्वजनिक-निजी भागीदारी (पीपीपी) मोड में संचालित की जा रही हैं, इसलिए इन परियोजनाओं पर कोई धनराशि खर्च नहीं की जाती है।

कृषि एवं किसान कल्याण मंत्रालय द्वारा पिछले तीन वर्षों के दौरान एटा, कासगंज, कन्नौज, मैनपुरी, औरैया और आंवला (बरेली) जिलों में इस योजना के अंतर्गत स्वीकृत और निर्मित ग्रामीण भंडारण गोदामों की कुल संख्या का वर्षवार विवरण निम्नानुसार है:

जिलों का नाम	2024-25			2023-24			2022-23		
	सहायता प्राप्त परियोजनाओं की संख्या	भंडारण क्षमता (टन में)	जारी की गई सब्सिडी (लाख रुपये में)	सहायता प्राप्त परियोजनाओं की संख्या	भंडारण क्षमता (टन में)	जारी की गई सब्सिडी (लाख रुपये में)	सहायता प्राप्त परियोजनाओं की संख्या	भंडारण क्षमता (टन में)	जारी की गई सब्सिडी (लाख रुपये में)
एटा	2	8024	0.00	1	3900	16.50	1	4000	30.00
कासगंज	1	3836	0.00	0	0	0.00	0	0	0.00
कन्नौज	0	0	0.00	0	0	0.00	0	0	0.00
मैनपुरी	1	4947	27.98	2	8301	24.32	1	4863	0.00
औरैया	0	0	0.00	1	4819	13.32	0	0	0.00
आंवला (बरेली)	0	0	0.00	2	8385	32.44	0	0	0.00
उत्तर प्रदेश राज्य के सभी जिलों का कुल योग	33	138889	742.60	28	114870	1486.00	31	124981	95.58

(ड.) और (च) एफसीआई में भंडारण क्षमता की आवश्यकता मुख्यतः चावल और गेहूँ के लिए खरीद के स्तर, बफर मानदंडों की आवश्यकता और सार्वजनिक वितरण प्रणाली (पीडीएस) प्रचालन पर निर्भर करती है। एफसीआई भंडारण क्षमता का निरंतर आकलन और निगरानी करता है और भंडारण अंतराल के आकलन के आधार पर, आवश्यकतानुसार भंडारण क्षमताएँ सृजित/किराए पर ली जाती हैं।

जहाँ तक कृषि एवं किसान कल्याण मंत्रालय का प्रश्न है, कृषि विपरण अवसंरचना (एएमआई) एक मांग-आधारित योजना है, हालाँकि, इस योजना के अंतर्गत आबंटित बजट का पूर्ण उपयोग हो चुका है और आगे कोई धनराशि उपलब्ध नहीं है। इसलिए, आईएसएएम की एएमआई उप-योजना का कार्यान्वयन दिनांक 10.06.2025 से स्थगित कर दिया गया है।

बख्तियारपुर-राजगीर तिलैया रेल खंड

661. श्री रामप्रीत मंडल:

श्री गिरिधारी यादव:

श्री कौशलेन्द्र कुमार:

श्री दिनेश चंद्र यादव:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का विचार बख्तियारपुर-राजगीर तिलैया रेल खंड के दोहरीकरण का है;
- (ख) यदि हां, तो उक्त परियोजना कब तक शुरू किए जाने की संभावना है;
- (ग) क्या उक्त परियोजना को पूरा करने के लिए कोई समय-सीमा तय की गई है;
- (घ) उक्त परियोजना की कुल लागत कितनी है; और
- (ङ) तत्संबंधी ब्यौरा क्या है?

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

(क) से (ङ) बख्तियारपुर-राजगीर-तिलैया दोहरीकरण (104 कि.मी.) का कार्य हाल ही में ₹2,192 करोड़ की लागत से स्वीकृत किया गया है। भूमि अधिग्रहण की प्रक्रिया शुरू कर दी गई है। इस परियोजना को एक विशेष रेल परियोजना घोषित किया गया है। भूमि अधिग्रहण के लिए सक्षम प्राधिकरण को भी नवंबर, 2025 में नामित किया गया है।

रेल परियोजना/ओं का पूरा होना विभिन्न कारकों पर निर्भर करता है, जिसमें निम्नलिखित शामिल हैं:-

- भूमि अधिग्रहण
 - वन संबंधी स्वीकृति
 - अतिलघनकारी साधनों का स्थानांतरण
 - विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां
 - क्षेत्र की भूविज्ञानी और स्थलाकृतिक स्थितियां
 - परियोजना स्थल विशेष के लिए वर्ष में कार्य करने के महीनों की संख्या आदि
- ये सभी कारक समापन समय को प्रभावित करते हैं।

INSTALLATION OF SOLAR MINI-GRIDS IN TRIBAL AREAS

662. SHRI SUKANTA KUMAR PANIGRAHI:

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

(a) the steps taken by the Government to expand renewable energy access and installation of solar mini-grids, micro-hydel systems and off-grid power solutions in tribal and remote districts of Odisha particularly Kandhamal, Boudh, Rayagada and other scheduled areas;

(b) the progress of tribal-focused renewable energy schemes such as household solarisation, solar streetlights, solar study lamps, distributed livelihood equipment, solar cold storage units and other Decentralized Renewable Energy (DRE) based interventions supported by the Ministry in the said State;

(c) the achievements and funds released to Odisha under Pradhan Mantri-Krishi Urja Suraksha evam Utthaan Mahaabhiyan (PM-KUSUM) Rooftop Solar Programme, Solar Pumping, Biomass and Biogas programmes during the last

three years especially in tribal areas; and

(d) whether the Government proposes to establish Renewable Energy Clusters or Solar Livelihood Hubs in tribal districts of Odisha to support agriculture, rural enterprises and community livelihoods 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) Ministry of New and Renewable Energy (MNRE) is implementing the 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). Under the scheme, off-grid systems (Solar Home Lighting Systems/Solar Mini Grids) are provided to tribal and PVTG households, multi-purpose centers and public institutions in Tribal and PVTG areas where grid-connected electrification is not techno-economically feasible.

Under Deen Dayal Upadhyaya Gram Jyoti Yojana (DDUGJY) scheme, Odisha Renewable Energy Development Agency (OREDA) had installed total 64 nos. of solar mini-grids having cumulative capacity of 1229 kW. The district wise distribution is given below.

Sl. No	District	Nos of Villages	Mini Grid capacity (in kW)	Nos of Households electrified
1	Gajapati	8	135	469
2	Ganjam	28	428	1288
3	Keonjhar	3	77	333
4	Koraput	14	245	790

5	Mayurbhanj	2	65	215
6	Raygada	4	226	734
7	Koraput	5	53	184
	Total	64	1229	4013

(b) and (c) As per information received from Government of Odisha, the OREDA has installed 28 nos. of solar cold storages across the state. Also, under PM JANMAN and DA-JGUA, DISCOMs of the state has electrified 8,359 nos. of unelectrified tribal households through off-grid solar systems and 2,364 nos. of unelectrified tribal households have been connected through micro-grids.

The achievements and funds released to Odisha under Pradhan Mantri-Krishi Urja Suraksha evam Utthaan Mahaabhiyan (PM-KUSUM), Rooftop Solar Programme and Biogas Programme of the Ministry during the FY 2022-23 to 2024-25 are as follows:

Sl. No.	Schemes	Systems	Installed (Nos.)	CFA Released in (Rs.)
1.	PM KUSUM	Standalone Off-Grid Solar Agriculture Pumps	4925	3,44,00,000
2.	Rooftop Solar Programme	Rooftop Solar Plants	3844	28,97,13,569
3.	Biogas Programme	Biogas Plants	241	40,64,550

(d) No such programme is being taken up.

PUBLIC ACCESS TO NSSO**663. SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:**

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

- (a) the details of the new initiatives that have been introduced to enhance public access to National Sample Survey Organisation (NSSO) unit-level survey data for research purposes;
- (b) the manner in which the Government is ensuring data security and privacy while facilitating public access to microdata;
- (c) whether the Government has introduced a capacity-building programme for state statistical personnel in advanced data analytics and if so, the details thereof; and
- (d) the details of steps being taken by the Government to improve the response rate and data quality of the Annual Survey of Industries (ASI)?

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) Unit-level data of surveys conducted by National Sample Survey (NSS), MoSPI along with metadata are disseminated through MoSPI's website which is freely accessible. While disseminating unit level data from the surveys, detailed guidelines are provided on how to use the unit level data for generation of indicators by the users. However, to make the data download easier while disseminating unit level data a data extraction tool is provided which is helpful

to convert the unit level data in usable format facilitating users for easier data handling, analysis, and accessibility to researchers and analysts by offering data in a more flexible and widely used format. Data Users Conferences are organized after release of survey reports to enhance the understanding of the survey data and address any concerns related to data access and methodology for the stakeholders.

(b) To safeguard confidentiality and privacy while facilitating access, strict protocols are being followed including anonymization of microdata or unit-level data to avoid disclosure risks. In NSS surveys, the Computer Assisted Personal Interviewing (CAPI) software employed for data collection ensures that all data transmission occurs in encrypted mode, thereby protecting sensitive information during field operations in a secure cloud-based digital platform.

(c) MoSPI conducts comprehensive training programs for State statistical personnel related to NSS surveys for the State sample which cover survey conduct, use of CAPI software, and management of cloud-based digital platform that align with central data collection protocols. Post-survey tabulation workshops are also held to enhance competency of the State officials and necessary technical supports are being provided to participating States as and when required. In addition to this, MoSPI is providing financial assistance to improve/ strengthen the statistical capacity and operations of State statistical systems for collecting, compiling and disseminating reliable official statistics through 'Support for Statistical Strengthening (SSS)' sub-scheme under CD Scheme. A total amount of Rs. 364.69 crore has been released to States/UTs

since 2010 to till 27th November 2025 [Rs. 42.01 crore during EFC 2021-26 (till 27-11-2025)] including a component 'capacity building' out of the total 9 components.

(d) In order to ensure data quality in Annual Survey of Industries (ASI), the data is collected through user friendly ASI web portal rather than paper schedules which has built in validation checks for controlling data errors during data compilation stage along with macro and micro level data checks at the time of data processing in ASI. Round Table Conferences on ASI are organized by MoSPI regularly for representatives from various business/ industry associations with an aim to sensitize them about the importance of this survey and to improve their cooperation, thereby improving the response rate. In order to ensure data quality, multilayer validation checks are carried out. ASI Camps are organized to sensitize the ASI units for self-compilation of ASI schedule. In addition to this, scrutiny, inspection and regular training is being carried out for further improvement of data quality.

ADVERSE EFFECTS OF CLIMATE CHANGE ON HIMALAYAS

664. DR. INDRA HANG SUBBA:

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

- (a) whether there is any existing scheme of the Government for investigation and study of adverse effects of climate change on Himalayas and if so, the details thereof;
- (b) the measures taken/being taken to monitor glacier retreat in the

Himalayas;

- (c) the details of the number of national institutions and universities that have been involved/funded by the Government in studying Himalayan glaciers;
- (d) the details of the number of glaciers in Sikkim that have been monitored in real time; and
- (e) whether the Government has established/proposed to establish any Center of Excellence for study of Himalayan glaciers and if so, the details thereof?

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

- (a) Yes. The Ministry of Earth Sciences (MoES) through its autonomous institute, the National Centre of Polar and Ocean Research (NCPOR), has been monitoring Himalayan glaciers under the Cryosphere and Climate program, a component of the Polar Science and Cryosphere Research (PACER) sub-scheme. Under this program, NCPOR has been systematically monitoring limited representative glaciers in the western and eastern Himalaya to understand differential glacial response due to climate change and its impact on downstream hydrology.

Department of Science and Technology (DST) has supported various research & development projects for studying Himalayan Glaciers

under the National Mission for Sustaining Himalayan Ecosystem (NMSHE) and National Mission on Strategic Knowledge for Climate Change (NMSKCC). Recently, the National Glacial Lake Outburst Floods (GLOF) Risk Mitigation Programme (NGRMP) phase -I was initiated by NDMA for implementation initially in four states (Himachal Pradesh, Uttarakhand, Sikkim and Arunachal Pradesh) and two UT (J&K and Ladakh). NGRMP has a provision to establish many Early Warning Systems in above said states for strengthening the mechanism to enhance GLOF resilience through local-level interventions.

- (b) Several Indian institutes/universities/organizations funded by the Government of India through Ministry of Earth Sciences (MoES), Department of Science & Technology (DST), Ministry of Environment, Forest and Climate Change (MoEFCC), Ministry of Mines (MoM) and Ministry of Jal Shakti (MoJS) monitor Himalayan glaciers for various scientific studies including glacier retreat and have reported accelerated heterogeneous mass loss in Himalayan glaciers. The mean retreat rate of Hindu Kush Himalayan glaciers is 14.9 ± 15.1 meter/annum (m/a); which varies from 12.7 ± 13.2 m/a in Indus, 15.5 ± 14.4 m/a in Ganga and 20.2 ± 19.7 m/a in Brahmaputra River basins (the figure after $\pm$ are the standard deviations or spread in the data). However, glaciers in the Karakoram region have shown comparatively minor length change (-1.37 ± 22.8 m/a).

MoES through its autonomous institute, the National Centre for Polar

and Ocean Research (NCPOR) has been monitoring six glaciers in the Chandra basin (2437 km² area) in western Himalaya since 2013. A state-of-the-art field research station 'Himansh' established in Chandra basin and operational since 2016 for conducting field experiment and expeditions to glaciers. The glacier inventory prepared by NCPOR for the Chandra basin shows that it has lost about 6% of its glacial area during last 20 years. Annual rate of retreat of Chandra basin glaciers varies from 13 to 33 meter/year during last decade.

- (c) Over more than 20 national institutions/ state and central universities are currently conducting research on Himalayan glaciers including National Centre for Polar and Ocean Research (NCPOR)-MoES, Geological Survey of India (GSI), Wadia Institute of Himalayan Geology (WIHG), Indian Institute of Remote Sensing (IIRS), G.B. Pant National Institute of Himalayan Environment (GB-NIHE), Centre for Cryosphere and Climate Change Studies (C4S) at National Institute of Hydrology (NIH), National Remote Sensing Centre (NRSC), Divecha Centre for Climate Change, Indian Institute of Science (IISc), Jawaharlal Nehru University (JNU), University of Kashmir (UoK), University of Delhi, University of Lucknow, Various Indian Institute of Technologies (IITs) (Bombay, Roorkee, Ropar, Bhubaneswar, Indore), Various Indian Institute of Science Education and Research (IISER's) (Pune, Bhopal), Sikkim University, Centre for Earth Science and Himalayan Studies (CES & HS), Nagaland University, Central University of Rajasthan, Hemvati Nandan Bahuguna Garhwal

University, Tezpur University.

- (d) Two glacial lakes (South Lhonak and Shako Cho) have been monitored in real time in Sikkim.
- (e) Yes Sir. Three Centers of Excellence (CoE) for Glacial Studies were established at the Universities of Sikkim, Tezpur and Kashmir by the Department of Science & Technology (DST), Govt. of India under the National Mission for Sustaining the Himalayan Ecosystem (NMSHE).

MOHALI – RAJPURA RAILWAY PROJECT

665. DR. RAJ KUMAR CHABBEWAL:

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

- (a) whether it is a fact that the Government has started land acquisition for the Mohali-Rajpura railway line in Punjab and if so, the details thereof;
- (b) whether the Government has fixed any timeline for completion of the project and if so, the details thereof and if not, the reasons thereof; and
- (c) the details of the benefits likely to be accrued to the people of Punjab through the operationalisation of this railway project in the country?

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

- (a) to (c) Rajpura – Mohali new line project (18.11 Km) has been sanctioned recently at a cost of Rs. 443.29 crore. The process of land acquisition has already been initiated. The project has been declared as special Railway Project. Competent Authority for land Acquisition (CALA) has also been nominated in

November 2025.

This project will directly connect Southern Punjab (Bathinda area), between Sirhind – Gobindgarh and Rajpura area to Chandigarh avoiding Ambala.

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

Period	Outlay
2009-14	₹225 crore/year
2025-26	₹ 5,421 Cr. (More than 24 times)

Fund allocation has increased manifold. However, pace of execution of project is dependent on expeditious land acquisition. Execution of important infrastructure projects falling fully/partly in the State of Punjab is held up due to delay in land acquisition. Support of the Government of Punjab is needed to expedite the land acquisition.

Government of India is geared up to execute projects, however success depends upon the support of Government of Punjab. 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.	Firozpur-Patti new line	166	0	166
2.	Alal-Himmatana Chord line	20	0	20

Firozpur-Patti New line (26 km) situated fully in Punjab is an important project near the international border. Land for project was to be handed over

free of cost for this project by State Govt. of Punjab. Total 166 Ha land is to be acquired in the districts of Firozpur and Tarn Taran. Award for entire land has been published in Mar'23. However, disbursement of award has not been done by state govt. Considering delay in execution of this important border area project, Ministry of Railways has decided to take up Firozpur-Patti New line (26 km) through its own funding.

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

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

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

NEW RAILWAY PROJECTS FOR MAHARASHTRA AND MADHYA PRADESH

666. DR. SHRIKANT EKNATH SHINDE:

SHRI NARESH GANPAT MHASKE:

SHRIMATI BHARTI PARDHI:

SHRI RAVINDRA DATTARAM WAIKAR:

SHRI SHRIRANG APPA CHANDU BARNE:

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

- (a) whether the Government has assessed the current status of passenger safety, punctuality and cleanliness and if so, the details thereof;
- (b) the steps taken/being taken by the Government during the last three years to modernise stations, introduce digital ticketing and improve passenger amenities, State/UT-wise;
- (c) whether plans exist to expand connectivity to remote, hilly and border regions to promote regional development and if so, the details thereof;
- (d) the measures implemented/being implemented to reduce freight delays and promote cost-effective transport for farmers and small businesses;
- (e) the funds allocated for new projects to Maharashtra and Madhya Pradesh including Balaghat Lok Sabha Constituency during the last three years and the current year in Mumbai suburban network, Project-wise; and
- (f) whether a long-term roadmap exists for sustainable operations including 100 per cent electrification and carbon footprint reduction and if so, the details thereof?

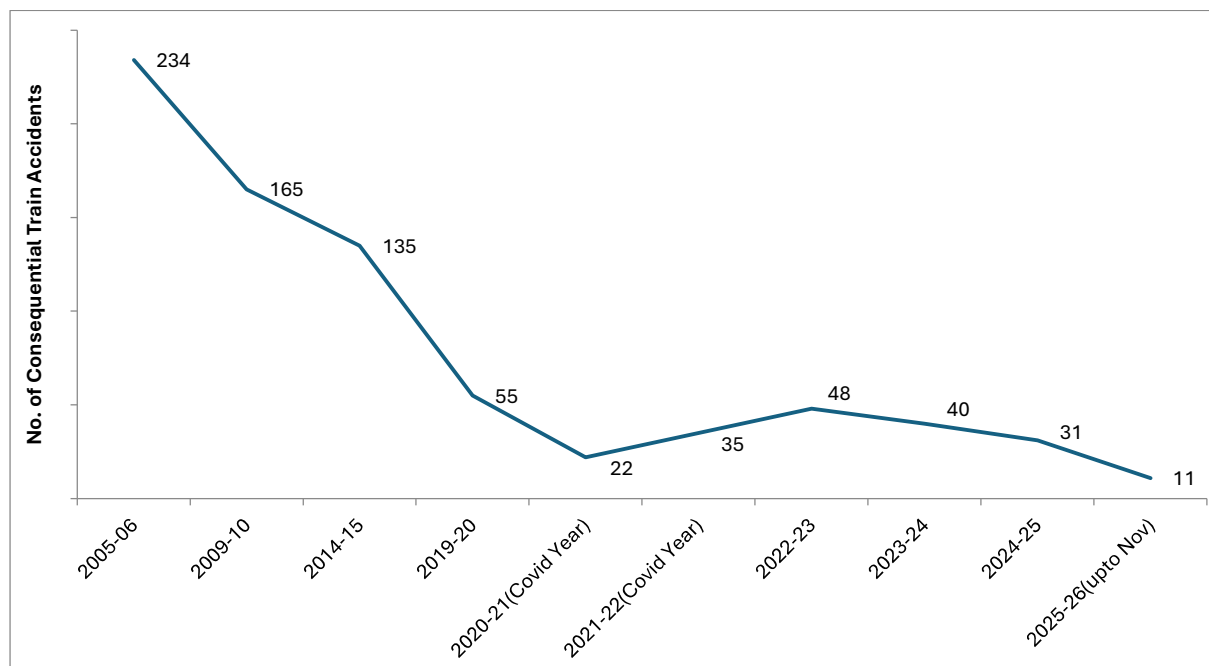
THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (f) 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. Consequential Train Accidents have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below.

It may be noted that the Consequential Train Accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 31 in 2024-25 and

further to 11 in 2025-26 (upto November, 2025).

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2024-25, indicating an improvement of approx. 73% during the said period.



Safety Measures:

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:

Expenditure/Budget on Safety related activities (Rs. in Cr.)				
2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	2024-25	2025-26
39,463	87,327	1,01,651	1,14,022	1,16,470

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,656 stations up to 31.10.2025 to reduce accident due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at 10,098 Level Crossing Gates up to 31.10.2025 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 6,661 stations up to 31.10.2025.
5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Initially, Kavach Version 3.2 was deployed on 1465 RKm of South Central Railway and 80 RKm of North Central Railway. 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 Palwal-Mathura-Kota-Nagda section (633RKm) on Delhi-Mumbai route and on Howrah-Bardhaman section (105RKm) on Delhi-Howrah route. Kavach implementation has been taken up in balance sections of Delhi-Mumbai and Delhi-Howrah route. Further, Kavach implementation has been taken up on 15,512 RKm covering all GQ, GD, HDN and identified sections of Indian Railways.
6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.

7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.
12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.
13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.

16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
17. Patrolling of railway tracks to look out for weld/rail fractures.
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
23. Replacement of conventional ICF design coaches with LHB design coaches is being done.
24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.
26. Indian Railways has displayed Statutory "Fire Notices" for widespread passenger information in all coaches. Fire posters are provided in every coach so as to

educate and alert passengers regarding various Do's and Don'ts to prevent fire.

These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.

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

28. Regular counselling and training of staff is undertaken.

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

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

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times

5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	
Better Maintenance Practices				
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Cr.	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction
Better Infrastructure and Rolling Stock				
1.	New Track KM added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs)/ Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.24: Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

Punctuality:

Indian Railways makes all possible efforts to run trains on time. Several factors affect punctual running of trains which include foggy weather, path constraints, asset maintenance, alarm chain pulling, agitations, cattle run over and other unforeseen circumstances.

Based on assessments of factors affecting the punctual running of trains, remedial measures, both short term and long term, are taken which include capacity

augmentation of rail network, upgradation of track and signaling system, removing operational bottlenecks, yard remodeling etc. Due to the above measures, the overall punctuality of trains during 2025-26 (upto October, 2025) has been about 80%.

Cleanliness:

- I. Cleanliness and housekeeping of trains & stations is a continuous process and Indian Railways make every endeavor to keep trains & stations in properly maintained and clean condition.
- II. To ensure cleanliness, regular checks/surprise checks/surprise checks are conducted by supervisors/senior officials at Divisional, Zonal & Headquarter level with special focus on general class.
- III. Special Cleanliness Campaigns under Swatch Bharat Abhiyan and cleanliness drives/campaigns are organized regularly over Indian Railways with the objective to achieve significant and sustainable improvements in cleanliness standards.
- IV. Regular monitoring is also ensured through Rail Madad portal which has been developed to enable passengers to highlight their needs and seek assistance on passenger amenities, cleanliness, etc.

Station Modernisation and Passenger Amenities:

Modernization/upgradation of Railway Stations is undertaken under various modernization schemes. At present, stations are developed under 'Amrit Bharat Station Scheme' which envisages development of stations on a continuous basis with a long term approach. Ministry of Railways has launched 'Amrit Bharat Station Scheme' for redevelopment of stations with a long-term approach.

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

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement/Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

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

So far, 1,337 stations have been identified for development under 'Amrit

Bharat Station Scheme', out of which 132 stations are located in the State of Maharashtra and 80 stations are located in the State of Madhya Pradesh. The names of stations identified for development under 'Amrit Bharat Station Scheme' in the State of Maharashtra and Madhya Pradesh are as following:

State	No. of Amrit Stations	Names of Amrit Stations
Maharashtra	132	Ahmednagar, Ajni (Nagpur), Akalkot Road, Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar, Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Sambhaji Nagar, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar (CR), Dadar (WR), Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharashiv, Dharmabad , Dhule, Diva, Dudhani, Gangakher, Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar, Hinganghat, Hingoli Deccan, Igatpuri, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan Jn, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat, Kopargaon, Kurduwadi Jn, Kurla Jn, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand Jn, Lonavla, Lower Parel, Malad, Malkapur, Manmad Jn, Manwath Road , Marine Lines, Matunga, Miraj Jn, Mudkhed Jn, Mumbai Central, Mumbra, Murtizapur Jn, Nagarsol, Nagpur Jn, Nandgaon, Nandura, Nandurbar, Narkher Jn, Nashik Road, Netaji Subhash Chandra Bose Itwari Junction, Pachora Jn, Palghar, Pandharpur, Panvel Jn, Parbhani Jn, Parel, Parli Vaijnath, Partur , Phaltan, Prabhadevi, Pulgaon Jn, Pune Jn, Purna Jn, Raver, Rotegaon , Sainagar Shirdi, Sandhurst Road, Sangli,

State	No. of Amrit Stations	Names of Amrit Stations
		Satara, Savda, Selu, Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Shri Chhatrapati Shahu Maharaj Terminus Kolhapur, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar
Madhya Pradesh	80	Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, BiyavraRajgarh, Chhindwara, Dabra, Damoh, Datia, Dewas, Gadawara, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda, Harpalpur, Indore Jn, Itarsi Jn, Jabalpur, Junnor Deo, Kareli, Katni Jn, KatniMurwara, Katni South, Khachrod, Khajuraho Jn, Khandwa, Khirkiya, Laxmi Bai Nagar, Maihar, Maksi Jn, Mandla Fort, Mandsor, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda Jn, Nainpur Jn, Narmadapuram (Hoshangabad), Narsinghpur, Nepanagar, Nimuch, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh, Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh, Ujjain, Umaria, Vidisha, Vikramgarh Alot

Development works at railway stations under Amrit Bharat Station Scheme in the state of Maharashtra and Madhya Pradesh have been taken up at a good pace.

Details of works completed in the states are as under:

State	No. of Stations completed	Name of Stations
Maharashtra	15	Amgaon, Chanda Fort, Chinchpokli, Devlali, Dhule,

		Kedgaon, Lasalgaon, Lonand Jn, Matunga, Murtizapur Jn, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad, Vadala Road
Madhya Pradesh	06	Katni South, Narmadapuram (Hoshangabad), Orchha, Seoni, Shajapur, Shridham

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

Maharashtra:

- **Wathar Station:** The works of new portico, improvement of station building, water booth, new main entry gate, parking area, circulating area, improvement of entrance lobby, compound wall of parking area, platform shelter at platform no. 1, platform surfacing, improvement of waiting room, signages and station illumination have been completed. The finishing works have been taken up.
- **Nandgaon Station:** The works of entrance and exit gate, platform surfacing, platform shelter, improvement of station building, booking office, Foot Over Bridge, boundary wall, circulating area, parking area, signage and lighting have been completed. The finishing works have been taken up.
- **Nandura Station:** The works of platform surfacing, platform shelter, booking office, entrance gate, improvement of waiting hall, toilet, station building, circulating area, parking area, signages, coach indication board, station illumination and boundary wall have been completed. The finishing works have been taken up.
- **Hadapsar Station:** The works of new station building, waiting hall, 12 m Foot

Over Bridge, underground tank, platform shelter, improvement of platform surfacing, circulating area, station illumination, signages, lifts, escalators and landscaping have been completed. The finishing works have been taken up.

- **Baramati Station:** The works of platform shelter, septic tank, toilet, compound wall, water booth, improvement of booking office, platform surfacing, waiting room, portico, circulating area, signages and station illumination have been completed. The finishing works have been taken up.

Madhya Pradesh:

- **Nainpur Station:** The works of improvement of station building, waiting hall, circulating area, toilet, platform shelters, platform surfacing, coach indication board, train indication board and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.
- **Umaria Station:** The works of improvement of station building, waiting hall, Passenger Reservation System (PRS), parking area, approach roads, toilet, signages, coach indication board, train indication board and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.
- **MCS Chhatarpur Station:** The works of improvement of station building, waiting hall, platform shelter, platform surfacing, toilet, circulating area, parking area and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.
- **Mandla Fort Station:** The works of improvement of station building, waiting hall, parking area, platform shelters, platform surfacing, signages, Passenger

Announcement System, lifts and 12 m Foot Over Bridge have been completed.

The finishing works have been taken up.

- **Junnor Deo Station:** The works of booking office, waiting hall, porch, platform shelter, improvement of station building, circulating area, parking area, lifts, signages and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.

Further, development/redevelopment/upgradation/modernization 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 higher category of station over lower category of station while sanctioning and executing the works.

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.

The state of Maharashtra is covered under the jurisdiction of four railway zones, namely, Central Railway, South Central Railway, South East Central Railway and Western Railway. For the last three years and the current year, ₹ 11,190 Cr. has been allocated while an expenditure of ₹ 9,198 Cr. has been incurred during the last three years and current year (up to October, 2025).

The state of 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, Western Railway and West Central Railway. For the last three years and the current year, ₹ 17,294 Cr. has been allocated while an expenditure of ₹ 14,008 Cr. has been incurred during the last three years and current year (up to October, 2025).

Development/Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, air-port clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fiber cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

Improvement in passenger amenities at Railway Station is a continuous and ongoing process and works in this regard are undertaken as per requirement feasibility, inter-se priority and availability of funds.

Digital Ticketing:

Indian Railways has launched RailOne App on 01.07.2025, which combines all the public facing services of Indian Railways eliminating the need of downloading multiple apps of Indian Railways for different purposes. The app provides single sign-on facility meaning that user need not remember multiple login credentials for availing different services of Indian Railways. The app has its own e-wallet (R-wallet) which

can be used for purchase of reserved, unreserved and platform tickets. Special security measures have been built to safeguard the app against vulnerabilities and potential attacks. RailOne App provides a smooth payment facility at par with the leading travel apps.

Expansion of Rail Connectivity:

Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise/Area wise/Parliamentary constituency-wise as the Railway' projects may span across State boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity including hilly and border regions, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

During the last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY 2025-26, 284 New Line surveys of a total length of 27,492 km have been sanctioned throughout the country including hilly and border regions.

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. `6.75 lakh crore are sanctioned including hilly and border regions, out of which, 12,769 Km length has been commissioned and an expenditure of approx. `2.91 lakh crore has been incurred upto March, 2025. The summary is as under:

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

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

The details of commissioning/laying of new track across Indian Railways are given below:

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-25	34,428 Km	8.57 Km/day (more than 2 times)

In 2024-25, 3248 km sections have been commissioned across Indian Railways and in current FY 2025-26, 895 km sections have been commissioned.

Madhya Pradesh:

Jabalpur-Gondia Gauge Conversion Project (300 km), passing through Balaghat parliamentary constituency has been recently commissioned. To further improve connectivity in Balaghat Lok Sabha constituency, survey for doubling of Jabalpur-Gondia line (231 km) has been completed. Detailed project report has been

prepared with the project having an estimated cost of Rs. 4,671 crore.

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

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

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

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

As on 01.04.2025, 24 Railway projects (08 New Lines, 02 Gauge Conversion and 14 Doubling), of total length of 4,740 Km costing ₹89,543 crore falling fully/partly in the State of Madhya Pradesh, are sanctioned, out of which 2,092 Km length has been commissioned and an expenditure of ₹41,401 crore has been incurred upto March 2025. The status of work is summarized as under:

Plan Head	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2025 (₹in Cr.)
New Lines	8	1914	544	15,069
Gauge Conversion	2	809	430	6,766
Doubling/Multitracking	14	2017	1118	19,566
Total	24	4,740	2,092	41,401

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	Latest Cost (₹in Crores)
1.	Guna- Etawah New Line (348 Km)	683
2.	Jabalpur-Gondia Gauge Conversion (300 Km)	2005
3.	Chhindwara-Nagpur Gauge Conversion (150 Km)	1512
4.	Chhindwara-Mandla Fort Gauge Conversion (182 Km)	1268
5.	Ghat Pindari-Balkheda Doubling (6 Km)	29
6.	Guna-Ruthiyai Doubling (20 Km)	175
7.	Khodri – Anuppur Doubling (62 Km)	489
8.	Jukhei Chord line, Bye Passing the Katni Yard (2 Km)	12
9.	Sontalai-Bagratawa Doubling (7 Km)	110

S.No.	Name of Project	Latest Cost (₹in Crores)
10.	Itarsi-Budhni 3rd line (25 Km)	286
11.	Teegaon-Chichonda Ghat Section 3 rd line (17 Km)	176
12.	Bhopal-Bina 3rd line (145 km)	1075
13.	Barkhera-Bhopal 3rd line (41 km)	473
14.	Nagda-Ujjain Doubling of Gambhir Bridge (2 Km)	28
15.	Pendra Road-Anuppur 3rd line (50 Km)	394
16.	Bina-Kota Doubling (283 km)	2477
17.	Nimach-Chittaurgarh Doubling (56 Km)	560
18.	Khodri-Anuppur Doubling with flyover at Bilaspur (72 Km)	792
19.	Budhni-Barkhera 3rd line (27 Km)	1703
20.	Indore-Dewas-Ujjain Doubling (79 Km)	757
21.	Powerkheda-JujharpurRail flyover (16 Km)	443
22.	Anuppur-Katni 3rd line (165 Km)	2311
23.	Ramna-Singrauli doubling (160 Km)	2436
24.	Karaila Road- Shaktinagar Doubling(32 Km)	763
25.	Malkhedi-Mahadeokhedi Doubling (12 Km)	59

Some of major 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.	Manmad - Indore New Line (360 Km)	18529
2.	Ramganjmandi-Bhopal New Line (277 Km)	5073
3.	Indore-Budni New Line (198 Km)	7474
4.	Lalitpur-Satna, Rewa-Singrauli&Mahoba-Khajuraho New Line (541 Km)	8914
5.	Nimach-Badi Sadri New Line (48 Km)	495
6.	Gwalior-Sheopurkalan Gauge Conversion with extension to Kota (284 Km)	2913
7.	Itarsi- Nagpur 3rd line (280 Km)	2450
8.	Jhansi-Bina 3rd line (153 Km)	2002
9.	Mathura-Gwalior-Jhansi 3rd line (274 Km)	5924
10.	Katni - Bina 3rd line (260 Km)	3138
11.	Katni- Grade separator / Bypass (35 Km)	2300
12.	Katni- Singrauli Doubling (257 Km)	4377
13.	Satna-Rewa Doubling (50 Km)	590
14.	Shahdol-Singhpur ^{4th} Line (6 Km)	54
15.	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3285

In last three years, 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 61 surveys (18 New Line & 43 Doubling) covering a total length of 5,901 Km has been sanctioned falling fully/partly in the State of Madhya Pradesh.

Maharashtra:

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

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

Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in the State of Maharashtra during 2009-14 and 2014-2025 is as under:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	292 Km	58.4 Km/year
2014-25	2,292 Km	208.36 Km/year (more than 3 times)

As on 01.04.2025, 38 projects (11 New Lines, 02 Gauge Conversion and 25 Doubling), of a total length of 5,098 km, costing ₹ 89,780 crore, falling fully/partly in Maharashtra, are sanctioned, out of which 2,360 km length has been commissioned and an expenditure of ₹39,407 crore has been incurred upto March' 2025. The summary is as under:

Category	No. of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'25 (in Km)	Total Exp upto Mar'25 (₹ in Cr.)
New Lines	11	1,355	234	10,504
Gauge Conversion	02	609	334	4,286

Doubling / Multitracking	25	3,134	1,792	24,617
Total	38	5,098	2,360	39,407

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

S.No.	Project	Cost (₹ in crore)
1.	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
2.	Chhindwara-Nagpur Gauge Conversion (150 Km)	1512
3.	Panvel-Pen Doubling (35 Km)	263
4.	Panvel-Roha Doubling (75 Km)	31
5.	Pen-Roha Doubling (40 Km)	330
6.	Udhna-Jalgaon Doubling (307 Km)	2,448
7.	Mudkhed-Parbhani Doubling (81 Km)	673
8.	Bhusawal – Jalgaon 3 rd Line (24 Km)	325
9.	Jalgaon-Bhusawal 4th line (24 Km)	261
10.	Daund-Gulbarga Doubling (225 Km)	3,182
11.	Pune-Miraj-Londa Doubling (466 Km)	6,463
12.	Manmad- Jalgaon 3rd line (160 Km)	1,677

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

S.No.	Name of the project	Cost (₹ in crore)
1.	Ahalyanagar-Beed-Parle Vaijnath New Line (261 Km.)	4,957
2.	Baramati-Lonand New Line (64 Km.)	1,844
3.	Wardha-Nanded New Line (284 Km.)	3,445
4.	Manmad-Indore New Line (360 Km.)	18,529
5.	Wadsa-Gadchiroli New Line (52 Km)	1,886
6.	Jalna -Jalgaon New Line (174 Km.)	5,804
7.	Daund-Manmad Doubling (236 Km.)	30,376
8.	Kalyan-Kasara - 3rd line (68 Km.)	1,433
9.	Wardha -Nagpur 3rd line (76 Km.)	698
10.	Wardha-Ballarshah 3rd line (132 Km.)	1,385
11.	Itarsi- Nagpur 3rd line (280 Km.)	2,450
12.	Rajnandgaon-Nagpur 3rd line (228 Km.)	3,545
13.	Wardha-Nagpur 4th line (79 Km.)	1,137
14.	Jalgaon-Manmad 4th Line (160 Km)	2,574

During the last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY, 98 Surveys (29 New Line , 2 Gauge Conversion and 67 Doubling) of total length 8603 Km falling fully/ partly in the State of Maharashtra, have been sanctioned.

To improve the connectivity in Mumbai suburban area and to meet the future demands of passengers, Mumbai Urban Transport Project (MUTP)-II costing ₹8,087 crore, MUTP-III costing ₹10,947 crore and MUTP-IIIA costing ₹33,690 crore have been sanctioned. These projects include following works in

Mumbai Suburban Area:

S. No.	Name of project	Cost (₹ in crore)
1.	6th Line Mumbai Central-Borivali (30 km)	919
2.	Extension of Harbour Line Goregaon-Borivali (7 km)	826
3.	Virar-Dahanu Road 3rd & 4th Line (64 km)	3,587
4.	5th & 6th Line CSTM-Kurla (17.5 km)	891
5.	Panvel-Karjat Suburban Corridor (29.6 km)	2,782
6.	Airoli-Kalwa (elevated) Suburban Corridor link (3.3 km)	476
7.	5th & 6th line Borivali-Virar (26 km)	2,184
8.	4th line between Kalyan-Asangaon (32 km)	1,759
9.	3rd & 4th line between Kalyan-Badlapur (14.05 km)	1,510
10.	Kalyan Yard-Segregation of Main Line & Suburban	866
11.	Vasai bye pass line (Double line) between Naigaon and Juchandra (5.73 Km)	176
12.	Trespass Control Measures such as FOBs etc. (34 locations)	551

To enhance sub-urban rail capacity, a total of 238 rakes of 12 car have also been sanctioned under MUDP-III & IIIA at a cost of ₹19,293 crore. The process for procurement of these rakes has been taken up.

Measures to reduce Freight Delays:

In order to ensure smoother and quicker transit of freight trains and faster turnaround times, Indian Railways have taken measures to increase network capacity including infrastructure projects such as Eastern Dedicated Freight Corridor (EDFC) and Western Dedicated Freight Corridor (WDFC) to create

dedicated freight path to give exclusive access to freight trains.

Further, the capacity enhancement works and rolling stock programs are planned and being executed, which upon completion, will reduce transit time of freight trains and lead to better speed. The details are as under:-

- a. Doubling/Multi-Tracking on critical sections and high-density network.
- b. Provision of Rail flyover and Bypass lines at junction stations.
- c. Induction of higher horsepower locomotives.
- d. Induction of higher capacity and high speed wagons.
- e. Improvement to terminals and their connectivity to trunk routes.

Cost Effective Transport:

The following measures have been taken to promote cost effective transport:

- I. **Joint Parcel Product-Rapid Cargo Service (JPP-RCS) Scheme:-** This scheme offer tailor-made logistics to meet specific needs of the customer and provide door-to-door parcel services. Under the scheme, provision has been made for online booking of parcel space in these services through Aggregators (in addition to India Post) on 'Virtual Aggregation Platform (VAP)'.
- II. Short term leasing of leased SLR and lease VPs has been permitted through e-auction.
- III. Utilization of BCN/BCNA stock lying idle as deemed VPU (where parcel vans are not available) for carriage of parcel traffic has been permitted.

Power has been delegated to Zonal Railways to reduce the composition

of Parcel Rakes for transportation of mixed perishables goods traffic including fruits and vegetables upto 15 Parcel vans plus 1 SLRs instead of standard composition of 20 Parcel vans plus 1 SLRs. Orange, Mango and Banana traffic when moved in BCN/BCNA/BCX/BCXN Rakes are charged at scale-P minus 50%.

Electrification and Carbon Footprint Reduction:

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.1% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-25 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-25	46,900

In Maharashtra and Madhya Pradesh, entire existing BG network has been electrified. Further, all new line/multitracking projects are being sanctioned and constructed with electrification.

Indian Railways is committed to sustainable operation through near total Railway Electrification combined with use of renewable energy sources, a combination of solar, wind and other renewable sources based on strategic power procurement planning, thus contributing to carbon footprint reduction.

CONSTRUCTION OF ROBS/RUBS IN BALLARI LOK SABHA CONSTITUENCY

667. SHRI E. TUKARAM:

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

- (a) whether the Government has examined the proposals for construction and widening of Road Over Bridges (ROBs) and Road Under Bridges (RUBs) in the Ballari Lok Sabha Constituency, including
- (i) Bridge No. 265A at Ballari Yard (Mothi Circle) for conversion to double line,
 - (ii) LC No. 8 between Bannihatti–Ranajithpura,
 - (iii) LC No. 90 between Papinayakanahalli–Bailavaddigeri,
 - (iv) LC No. 37 between Hagaribommanahalli–Mariyammanahalli,
 - (v) Bridge No. 39 between Yashwanthanagar–Ramaghada, and
 - (vi) LC Nos. 10 and 5 between Hospet–V.C. Stations.
- (b) whether these works have been approved/sanctioned by the South Western Railway and if so, the details thereof and if not, the reasons therefor along with the steps taken for early approval and execution; and
- (c) the details of budget allocation, sanction status and expected completion timeline for each proposal?

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

(a) to (c) Sanctioning and execution of works of Road Over Bridges/ Road Under Bridges (ROBs/RUBs) is a continuous and ongoing process on Indian Railways. Such works are prioritized and taken up on the basis of their impact on safety and mobility in train operations and impact on road users.

Nos. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-25 (Oct'25) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-25 (Oct'25)	13,653 Nos. (including 703 Nos. in the State of Karnataka)

As on 01.11.2025, 4689 Nos. ROBs/ RUBs are sanctioned at the cost of ₹1,11,583 Cr on Indian Railways including 127 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) at a cost of ₹ 3,920 crore in the State of Karnataka, which are at various stages of planning and execution. Out of 127 Nos. works of ROBs/RUBs, **07** Nos. are situated on Railway tracks in Ballari Lok Sabha Constituency.

The details of ROBs/RUBs works at the mentioned locations are as under:

S.No.	Locations & Name of the work	Remarks
1	Bridge No. 265A at Ballari Yard (Mothi Circle)	Road over Bridge No. 265-A is situated near Ballari Railway station towards Guntakal end. ROB (No.262A) at Ballari Yard (Mothi Circle) is located at Km 207/3-4 between Ballari Cantonment and Ballari stations at Ballari Junction end, The widening work of this ROB is to be executed by State Government (Municipal Corporation, Ballari).State Govt. has submitted a conceptual plan to Railway for widening of existing ROB No.262A.The conceptual plan has been

		scrutinized and state government has been advised to deposit applicable Plan and Estimate charges on 17.03.2025. Reply from State Government is awaited.
2	LC No. 8 at Km 9/800-900 between Bannihatti and Ranajithpura	A Road Over Bridge in lieu of LC No. 8 at Km 9/800-900 has been sanctioned as part of the Toranagallu Junction - Ranajitpura Doubling Project.
3	LC No. 90 at Km 159/300-400 between Papinayakana halli, Bailavddigeri.	The work for preparation of Detailed Project Report (DPR) for construction of ROB in lieu of LC No. 90 at Km 159/300-400 has been taken up.
4	LC No. 37 at Km 43/200-300 Hagaribommanahalli Mariyammana halli in the Hagaribommanahalli town.	ROB work in lieu of LC 37 at Km 43/200-300 has been sanctioned with an estimated cost of ₹ 45.24 crores. The work of preparation of GAD has been taken up.
5	Widening of Bridge No. 39 at Km 19/800- 900 between Yashwanthanagar–Ramgad stations on Vyasa Colony Junction - Swamihalli section.	Bridge No. 39 located between Ramgad–Yeshwanthnagar stations in the Vyasa Colony Junction - Swamihalli section is a waterway bridge. The width of the bridge is adequate for flow of water to pass flood water across through its opening.

6	LC No. 10 between Hospet - Vyasa Colony Junction stations.	The work of preparation of Technical Feasibility Report / Detailed Project Report (TFR / DPR) for the construction of ROB/RUB in lieu of LC No. 10 at Km 4/200-300 has been taken up.
7	LC No. 5 between Hospet - Vyasa Colony Junction stations.	The technical feasibility for the construction of ROB in lieu of LC No. 5 at Km 1/900-2/000 has been completed and it is found technically feasible to provide ROB at the demanded location. Joint inspection with State Govt. has been taken up.

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

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

- iv. ROB/RUB works are planned to be executed on a single entity basis by Railway wherever possible. In case any Road Owning authority/State Govt. wants then Railway may permit them to execute the work on a single entity basis.

Completion of any ROB/RUB work depends on various factors like, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, number of working months in a year for particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works.

INDIAN INDIGENOUS SPACE STATION

668. SHRI BHARTRUHARI MAHTAB:

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

- (a) the details of the Government's plan and timelines for establishing an indigenous space station approximately 300 km above the Earth's surface and the steps being taken by the Indian Space Research Organisation (ISRO) and related agencies to achieve this objective;
- (b) the details of estimated budget allocation and funding source for this mission;
- (c) whether the Government has set a target year for launching and commissioning the space station and if so, the details thereof;

- (d) whether international collaboration be sought for technology, crew training or logistics support and if so, details thereof; and
- (e) the manner in which this project align with the upcoming Gaganyaan human spaceflight programme?

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

- (a) ISRO has worked out overall configuration of indigenous Space Station, Bharatiya Antariksh Station comprising of five modules which is expected to be fully operational by 2035 timeframe. The overall configuration has been reviewed by a National Level Review Committee. In September, 2024, Union Cabinet approved development and launch of first module of Bharatiya Antariksh Station (BAS-01) by 2028. Overall system engineering of BAS-01 module and technology development activities of various subsystems is progressing well.
- (b) The budgetary allocation towards various precursor missions, development and launch of BAS-1 are included in the revised scope of Gaganyaan Programme, which has been enhanced with an additional funding in the already approved Gaganyaan Programme to ₹20,193Cr based on approval from Union Cabinet in September, 2024.
- (c) Development and launch of the first module i.e. Base module (BAS-01) is

targeted by 2028 and fully operational BAS with five modules is expected by 2035.

- (d) ISRO is incorporating necessary international standards in the design of BAS-01 subsystems which ensures interoperability of BAS-01 with systems provided by other international agencies. Further, through currently operational cooperation instruments with other space agencies, potential areas of collaboration including joint development of technologies for Indian Human Space programme, support for utilising niche test facilities are also being explored.
- (e) Gaganyaan, first crewed demonstration mission will enable demonstration of capabilities for safe human transportation to Low Earth Orbit (LEO) and return back to Earth. Bharatiya Antariksh Station (BAS) is the next logical step in sustained Indian Human Space Programme. It will open up further avenues in space exploration, which will lead to utilisation of the unique microgravity environments in LEO for advanced scientific research and technology development activities as well as support further Indian human exploration missions (i.e.) Indian landing on Moon as envisioned in India's Space Vision 2047.

PROJECTS UNDER NATIONAL GREEN HYDROGEN MISSION

669. SHRI APPALANAIDU KALISSETTI:

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

state:

- (a) the details of projects sanctioned, approved or operational under the National Green Hydrogen Mission, State-wise including Andhra Pradesh along with project locations, implementing agencies, capacity targets and present status;
- (b) the funds allocated, sanctioned, released and utilised for each Mission component especially for infrastructure, skilling and R&D, year and State-wise including Andhra Pradesh;
- (c) the names of companies selected under the Incentive Schemes for Electrolyser Manufacturing and Green Hydrogen Production along with their approved capacity, investment commitments, locations and commissioning timelines;
- (d) whether any coastal locations, ports or renewable energy zones in Andhra Pradesh have been identified for Green Hydrogen export hubs and the status of feasibility studies or proposals and if so, the details thereof; and
- (e) the details of international collaborations, technology transfers or investments linked to the mission including those proposed or underway in Andhra Pradesh?

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

(a) to (c) The details of projects under the National Green Hydrogen Mission (NGHM) are given below.

(i) Under the incentive scheme for Green Hydrogen production (Mode-1),

companies have been awarded a Green Hydrogen capacity of 8,62,000 tonnes per annum; details of which is given in the enclosed **Statement-I**.

(ii) Under the incentive scheme for Electrolyser Manufacturing, companies have been awarded Electrolyser manufacturing capacity of total 3000 MW per annum; details of which is given in the enclosed **Statement -II**.

(iii) Under the incentive scheme for procurement of Green Hydrogen for refineries (**Mode 2B**), companies have been awarded a capacity of total 20,000 tonnes per annum; details of which is given in the enclosed **Statement -III**.

(iv) The details of the pilot projects for the use of Green Hydrogen in the steel, shipping, and transport sectors, along with the projects under the Testing and R&D schemes are provided in the enclosed **Statement -IV**.

(v) The details of the funds allocated, sanctioned, released/utilized under the NGHM are provided in the enclosed **Statement -V**.

(d) (i) Government of Andhra Pradesh has issued an order for establishing the State as green hydrogen hub.

(ii) Ministry of New and Renewable Energy (MNRE) has endorsed the proposal by NTPC Green Energy Limited for setting up of the Green Hydrogen Hub at Pudimadaka, Andhra Pradesh.

(e) (i) M/s AM Green partnered with M/s John Cockerill for developing an electrolyser manufacturing plant in Kakinada.

(ii) M/s Juno Joule Green Energy Pvt. Ltd. signed a Memorandum of Understanding (MoU) with M/s Select Energy GmbH to co-develop Green Hydrogen and Ammonia facility in Andhra Pradesh.

(ii) M/s Nel Hydrogen Electrolyser AS has entered into a technology licensing agreement with M/s Reliance Industries Limited.

(iii) M/s Larsen & Toubro (L&T) has entered into an Electrolyzer Manufacturing Agreement with M/s McPhy Energy.

(iv) M/s Thermax partners with M/s Ceres Power Limited for Green Hydrogen Production with Large – Scale Solid Oxide Electrolysis Cell (SOEC) Manufacturing in India.

STATEMENT-I

Companies selected under the Incentive Scheme for Green Hydrogen Production (Mode 1 Tranche I)

S. No.	Company	Allocated capacity (tonnes per annum)	Investment commitments	Tentative Location	Commissioning Timelines
1	CESC Projects Limited	10500	Not made available by the Green Hydrogen Producer	Odisha	February 2027
2	UPL Limited	10000		Gujarat	February 2027
3	Reliance Industry Limited	90000		Gujarat	February 2027
4	Welspun Sabarmati GH2 Private Limited	20000		Gujarat	February 2027
5	HHP Two Pvt Ltd	75000		Odisha	February 2027
6	Torrent Power Ltd	18000		Not finalised	February 2027
7	Acme Cleantech Solutions Pvt	90000		Odisha	February 2027

	Ltd				
8	Greenko ZeroC Pvt Ltd	90000		Andhra Pradesh	February 2027
9	JSW Neo Energy Limited [SPV: JSW Renewable Energy - (Vijaynagar)	6500		Karnataka	February 2027
10	Bharat Petroleum Corporation Limited	2000		Madhya Pradesh and Kerala	February 2027

Companies selected under the Incentive Scheme for Green Hydrogen Production (Mode 1 Tranche II)

S. No.	Company	Allocated capacity (tonnes per annum)	Investment commitments	Tentative Location	Commissioning Timelines
1	AM Green Ammonia (India) Private Limited	90000	Not made available by the Green Hydrogen Producer	Not finalised	February 2028
2	GH2 Solar Limited	10500		Not finalised	February 2028
3	Green Infra Renewable Energy Farms Private Limited	90000		Tamil Nadu	February 2028
4	L&T Energy Green Tech Limited	90000		Gujarat	February 2028
5	Oriana Power	10000		Uttar	February 2028

	Limited			Pradesh	
6	Reliance Industry Limited	49000		Gujarat	February 2028
7	Suryadeep KA1 Project Private Limited	19000		Not finalised	February 2028
8	Matrix Gas & Renewables Limited	1500		Not finalised	February 2028
9	Waaree Clean Energy Solutions Pvt Limited	90000		Not finalised	February 2028

STATEMENT-II

Companies selected under the Incentive Scheme for Electrolyser Manufacturing (Tranche I)

S. No.	Company	Allocated capacity (MW per annum)	Investment commitments	Tentative Location	Commissioning Timelines
1	Reliance Industries Limited	300	Not made available by the Electrolyser Manufacturer	Gujarat	August 2026
2	Ohmium Operations Private Limited	137		Karnataka	August 2026
3	John Cockerill Greenko Hydrogen Solutions Private Limited	300		Andhra Pradesh	August 2026
4	Advait GreenEnergy Private Limited	100		Gujarat	August 2026
5	Adani New Industries Limited	198.5		Gujarat	August 2026

6	L&T Electrolysers Limited	300		Gujarat	August 2026
7	Matrix Gas and Renewables Limited	63		Gujarat	August 2026
8	Homihydrogen Private Limited	101.5		Maharashtra	August 2026

Companies selected under the Incentive Scheme for Electrolyser Manufacturing (Tranche II)

S. No.	Company	Allocated capacity (MW per annum)	Investment commitments	Tentative Location	Commissioning Timelines
1	Adani New Industries Limited	101.5	Not made available by the Electrolyser Manufacturer	Gujarat	March 2027
2	Advait GreenEnergy Private Limited	200		Gujarat	March 2027
3	Avaada Electrolyser Private Limited	49.5		Not finalised	March 2027
4	Eastern Electrolyser Limited	30		Uttar Pradesh	March 2027
5	Greenovate Hydrogen Private Limited	105		Madhya Pradesh	March 2027
6	Matrix Gas and Renewables Limited	237		Gujarat	March 2027
7	Newage Green Electro Private Limited (SPV-Newage)	300		Not finalised	March 2027

	Electrogen One Private Limited)				
8	Newtrace Private Limited	30		Karnataka	March 2027
9	Ohmium Operations Private Limited	137		Karnataka	March 2027
10	Suryaashish KA1 Solar Park Private Limited	10		Gujarat	March 2027
11	Waaree Clean Energies Solution private Ltd	300		Gujarat	March 2027

STATEMENT-III

Companies selected under the Incentive Scheme for Green Hydrogen Production for refinery sector (Mode 2B)

S. No.	Company	Allocated capacity (tonnes per annum)	Investment commitments	Tentative Location	Commissioning Timelines
1	L&T Energy Greentech Ltd (LTEG)	10000	Not made available by the Green Hydrogen Producer	Panipat, Haryana	December 2027
2	Ocior Energy	5000		Visakh refinery, Visakhapatnam	March 2028
3	Ocior Energy	5000		Bina Refinery, Madhya Pradesh	April 2028

STATEMENT-IV

Details of projects/pilot projects sanctioned, approved or operational under the National Green Hydrogen Mission (NGHM)

S. No.	Project	Location	Implementing Agency
1	Use of hydrogen in existing Blast Furnace to reduce coal/coke consumption Use of hydrogen in existing Blast Furnace to reduce coal/coke consumption	Bokaro, Jharkhand	Steel Authority of India Ltd
		Vijayanagar, Karnataka	JSW Steel Limited
2	Injection of Hydrogen in vertical shaft based DRI making to partially substitute the NG/ other reducing gas & raise its proportion in a gradual manner with an objective to use the maximum hydrogen	Arcelor Mittal Nippon Steel India Limited	Hazira, Gujarat
		JSW Steel Limited	Vijayanagar, Karnataka
		Jindal Steel & Power Limited	Angul, Odisha
3	Pilot Projects Awarded in Transport Sector	Routes: 1. Greater Noida - Delhi – Agra 2. Bhubaneswar - Konark – Puri Hydrogen refuelling station system location: 1. NTPC campus in Greater Noida 2. Bhubaneswar	NTPC (with buses manufactured by Ashok Leyland)
		Routes: 1. Ahmedabad - Vadodara - Surat 2. Sahibabad - Faridabad - Delhi 3. Pune - Mumbai	Tata Motors + IOCL

		4. Jamshedpur - Kalinga Nagar Hydrogen refuelling station system location: 1. Balasore 2. Mumbai Highway	
		Routes: 1. Thiruvananthapuram - Kochi, 2. Kochi – Edappally Hydrogen refuelling station system location: 1. Trivandrum 2. Kochi	ANERT + BPCL
		Routes: 1. Jamnagar – Ahmedabad Hydrogen refuelling station system location: 1. Near Rajkot 2. Near Vadodara	RIL + AL
		Routes: 1. NH – 16 Vasakhapatnam – Bayyavaram Hydrogen refuelling station system location: 1. Bayyavaram, Anakapalli	HPCL – Volvo
4	Pilot Bunkering and refuelling facility for Green Hydrogen or its derivative on a pilot basis at V.O. Chidambaranar Port	V.O. Chidambaranar Port (Tuticorin, Tamil Nadu)	V.O. Chidambaranar Port Authority
5	Project under Testing Scheme: H2 Gas Purity Testing	Kapurthala, Punjab	SSS NIBE
6	Project under Testing Scheme: Electrolyser Stack, H2 dispensers,	Gandhinagar, Gujarat	GERMI

	Fuel Cell, Storage cylinder and piping; valves		
7	Project under Testing Scheme: Fuel Cell	Hyderabad, Telangana	BHEL
8	Project under Testing Scheme: H2 ICE (Type approval Testing), FCEV and Materials	Pune, Maharashtra	ARAI
9	Project under Testing Scheme: Material for H2 storage and transportation	Jamshedpur, Jharkhand	NML (Jamshedpur)
10	JHV Innovation Foundation	Jodhpur, Rajasthan	IIT Jodhpur
11	Odisha Hydrogen Valley Foundation	Bhubaneswar, Odisha	IIT Bhubaneswar
12	Pune Hydrogen Valley Foundation	Pune, Maharashtra	CSIR – NCL Pune
13	Kerala HVIC Foundation	Kochi, Kerala	ANERT
14	Development and Demonstration of Direct Injection Hydrogen Fuelled Internal Combustion Engines (H2ICE) for Heavy Duty Commercial	Pune, Maharashtra	Automotive Research Association of India
15	Development of retrofitted kit for H2ICE Application	Gurugram, Haryana	Shigan Nexgen Technologies Private Limited (promoted by IOCL)
16	Development and Demonstration of Hydrogen fueled Internal Combustion Engine for Agricultural tractor	Chennai, Tamil Nadu	Mahindra and Mahindra Ltd
17	Prototype Development	Kanpur, Uttar Pradesh	IIT Kanpur

	of a Highly Efficient Compression Ignition Hydrogen Engine for the Agriculture Sector Using a Novel High-Pressure Direct Injection (HPDI) Strategy		
18	Development of hydrogen-powered high-power density fuel cell drone for oil & gas applications (TRL -3/4)	Gurugram, Haryana	Hypace Solutions Private Limited, Gurugram
19	Development of Fuel cell powered high endurance UAVs for niche strategic and societal applications	Bengaluru, Karnataka	Magic Myna Private Limited, Bengaluru
20	Green Hydrogen Generation via Direct seawater electrolysis: A systematic bottom-up approach using selective electrocatalyst and electrochemical cell designs	Karaikudi, Tamil Nadu	CSIR-Central Electrochemical Research Institute, Karaikudi
21	A Supramolecular Approach to Improve the Stability and Efficiency of Alkaline Electrolyzer Membranes	Chennai, Tamil Nadu	SRM Institute of Science & Technology, Chennai
22	Integrated Heat Management for Energy-Efficient Membrane-Based Direct Seawater Desalination Enabling Green Hydrogen Production	Pune, Maharashtra	CSIR-National Chemical Laboratory, Pune
23	Development of High-	Gujarat	GFCL Solar and Green

	Performance PEM Membranes for application in Electrolyzer and Fuel Cell		Hydrogen Products Limited, Gujarat
24	Clean Hydrogen: Enhancing Biohydrogen Purity through Advanced Adsorption Purification	Karaikudi, Tamil Nadu	CSIR-Central Electrochemical Research Institute, Karaikudi
25	Synergistic Biohythane Production: Integrating Biohydrogen and Biomethane Bioprocesses	Pune, Maharashtra	Texol Energy Private Limited
26	Technology Demonstration Plant for the Production of 0.5 TPD Green Hydrogen from Pyrolysis + Gasification of Coconut Shell and Cashew Nutshell	Goa	Institute of Chemical Technology, Mumbai
27	Biomass to Green Hydrogen: Development of 100 kg/day H ₂ production via oxy-steam-CO ₂ gasification integrated with catalytic CO conversion and continuous H ₂ separation using a mixed matrix hollow fibre membrane system	Pilani, Rajasthan	Birla Institute of Technology and Science - Pilani
28	Pilot plant demonstration of Hydrogen production from agricultural waste	Ropar, Punjab	Indian Institute of Technology Ropar

	through integrated pyrolysis and catalytic steam reforming process		
29	AI based smart sensors for rapid and real time detection of ppm level H ₂ leaks in hydrogen storage and distribution structures	Thiruvananthapuram, Kerala	Indian Institute of Science Education and Research
30	Securing the Future: AI-Driven Insights into Global Hydrogen Incidents for Enhanced Safety and Risk Management	Patiala, Punjab	Thapar Institute of Engineering & Technology
31	Spontaneous Combustion Behaviour of Pressurized Hydrogen Leaks	Varanasi, Uttar Pradesh	IIT BHU
32	Application of Causal Analysis and Machine Learning for Risk Severity Prediction in Hydrogen Facilities	Gurugram, Haryana	Engineers India Limited
33	Electronic Hydrogen Leak Detector based on MEMS Integrated 1-D Nanofibers and Nanotubes of Semiconductor Oxides	Thiruvananthapuram, Kerala	CSIR - NIIST
34	CFD Modelling in Flacs-Hydrogen software for Hydrogen Safety and Risk Assessment	Gurugram, Haryana	Shriram Institute for Industrial Research
35	Hydrogen Explosions-Developing Phenomenological	Varanasi, Uttar Pradesh and Hyderabad, Telangana	IIT BHU+ IIT Hyderabad

	Models from Fundamental Experiments		

STATEMENT-V

Funds allocated, sanctioned, released, and utilised under the Mission

S. No.	Mission Component	Funds allocated (INR crore)	Funds sanctioned (INR crore)	Funds released/utilised (INR crore)
1	Strategic Interventions for Green Hydrogen Programme (SIGHT) – Incentive for electrolyser manufacturing	4440	4440	-
2	SIGHT – Incentive for green hydrogen production	13050	5533.98	-
3	Pilot -steel	455	131.38	26.276
4	Pilot – shipping	115	35	7
5	Pilot – Road Transport	496	207.91	41.582
6	HVIC and hubs	200	169.89	67.96
7	Research & Development	400	114.98	28.69
8	Testing and Infrastructure	200	113.72	22.745
9	New and Innovative Technology	200	-	-
10	Skill Development	35	0.55	0.44
11	Advertisement and Publicity	70	15.84	15.84
12	Programme Management	83	4.28	4.28

रॉबर्ट्सगंज में मोबाइल टावर

670. श्री छोटेलाल:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को जानकारी है कि रॉबर्ट्सगंज लोक सभा निर्वाचन क्षेत्र की दर्जनों ग्राम पंचायतें मोबाइल टावरों से वंचित हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(ख) रॉबर्ट्सगंज लोक सभा निर्वाचन क्षेत्र में संचार सेवा कब तक पूरी तरह चालू होने की संभावना है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) और (ख) अक्टूबर 2025 तक, रॉबर्ट्सगंज लोक सभा निर्वाचन क्षेत्र के 2,051 गांवों में से 2,042 गांव मोबाइल कनेक्टिविटी से कवर हैं।

सेवा से वंचित किसी भी आबादी वाले गांव के लिए दूरसंचार सेवा प्रदाताओं (टीएसपी) द्वारा तकनीकी-व्यावसायिक व्यवहार्यता के आधार पर मोबाइल कवरेज प्रदान की जाती हैं। सरकार, रॉबर्ट्सगंज लोकसभा निर्वाचन क्षेत्र सहित ग्रामीण और दूर-दराज के इलाकों में 4जी मोबाइल टावरों के विस्तार के लिए डिजिटल भारत निधि के तहत 4जी सैचुरेशन परियोजना समेत कई स्कीमों भी कार्यान्वित कर रही है। दिनांक 31.10.2025 तक, इन स्कीमों के तहत रॉबर्ट्सगंज लोक सभा निर्वाचन क्षेत्र में 114 बेस ट्रांसीवर स्टेशन (बीटीएस) चालू किए जा चुके हैं, जो 141 गांवों को मोबाइल कवरेज प्रदान कर रहे हैं।

ESTABLISHMENT OF GATI SHAKTI CARGO TERMINALS (GCTs)

671. SHRI SAPTAGIRI SANKAR ULAKA:

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

(a) the number of Gati Shakti Cargo Terminals (GCTs) sanctioned and

established under the GCT policy since its inception;

(b) the details of private investment mobilised for the development of railway cargo terminals under the GCT Policy during the last three years, Year-wise; and

(c) whether the Government observed any increase in railway freight revenue following the implementation of the GCT Policy 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) Following the introduction of the Gati Shakti Multi-Modal Cargo Terminal (GCT) policy in 2021, Indian Railways has approved proposals for 306 GCTs. Of these, 118 GCTs have already been commissioned. The private investment mobilised on this account since inception of GCT policy is around Rs.8,600 crore.

The year-wise details of the freight revenue for traffic handled at GCTs during the last 3 financial years, is as under -

Financial year	Freight Revenue
2022-23	2,901.86 Cr.
2023-24	7,712.36 Cr.
2024-25	12,608.05 Cr.

GCTs bring more cargo to railways. This also helps the economy by reducing logistics cost. Moreover, more cargo by railways means less emissions.

रेलवे स्टेशनों के नवीनीकरण के लिए निर्धारित निधि

672. श्री हरीभाई पटेल:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) रेलवे स्टेशनों के नवीनीकरण हेतु सरकार द्वारा वर्ष 2025-26 के लिए राज्य-वार कुल कितनी धनराशि निर्धारित की गई है;
- (ख) मौजूदा रेलवे स्टेशनों के नवीनीकरण जैसे स्टेशन विस्तार, प्लेटफार्म विस्तार और रेलवे टिकट आरक्षण केंद्रों के विस्तार की राज्य-वार वर्तमान स्थिति क्या है; और
- (ग) मौजूदा रेलवे लाइनों पर रेलवे ओवरब्रिज और अंडरपास के निर्माण कार्य की राज्य-वार वर्तमान स्थिति क्या है?

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

(क) से (ग) अमृत भारत स्टेशन योजना सहित 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-वार रखा जाता है, न कि कार्य-वार, स्टेशन-वार या राज्य-वार। वित्त वर्ष 2025-26 के लिए योजना शीर्ष-53 के अंतर्गत ₹12,118 करोड़ का निधि आबंटन किया गया है और अब तक (अक्टूबर 2025 तक) 7,253 करोड़ रुपये का व्यय उपगत किया गया है।

रेल मंत्रालय ने स्टेशनों के पुनर्विकास के लिए दीर्घकालिक दृष्टिकोण के साथ अमृत भारत स्टेशन योजना शुरू की है।

इस योजना में स्टेशनों में सुधार लाने के लिए मास्टर प्लान तैयार करना और इन्हें चरणबद्ध रूप में कार्यान्वित करना शामिल है। मास्टर प्लान में निम्नलिखित शामिल है:-

- 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/एयर कॉन्कोर्स का प्रावधान
- लिफ्ट/एस्केलेटर/रैंप का प्रावधान
- प्लेटफार्म की सतह में सुधार/प्रावधान और प्लेटफार्म पर कवर
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान
- पार्किंग क्षेत्र, मल्टीमॉडल एकीकरण
- दिव्यांगजनों के लिए सुविधाएं
- बेहतर यात्री सूचना प्रणाली
- प्रत्येक स्टेशन पर आवश्यकता को ध्यान में रखते हुए एक्जीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए निर्दिष्ट स्थान, लैंडस्केपिंग आदि का प्रावधान

इस योजना में स्थायी और पर्यावरण अनुकूल समाधान, आवश्यकतानुसार, चरणबद्ध तरीके से तथा व्यवहार्यता के अनुसार गिट्टी रहित रेलपथ आदि का प्रावधान और दीर्घावधि में स्टेशन पर सिटी सेंटर का निर्माण भी शामिल है।

अब तक, अमृत भारत स्टेशन योजना के अंतर्गत विकास के लिए 1337 रेलवे स्टेशनों को चिह्नित किया गया है। देश भर में अमृत भारत स्टेशन योजना के तहत रेलवे स्टेशनों का विकास संबंधी कार्य अच्छी गति में शुरू किए गए हैं। अभी तक, 105 स्टेशनों पर निर्माण कार्य पूरे हो चुके हैं। इन स्टेशनों के नाम निम्नानुसार हैं:

अंबिकापुर, आमगांव, अयोध्या धाम, बागलकोट, बैजनाथ पपरोला, बलरामपुर, बरेली शहर, बेगमपेट, भानुप्रतापपुर, भिलाई, बिजनौर, बूंदी, चंदा फोर्ट, चिदम्बरम, चिंचपोकली, चिरयिनकीज़, कटक, डाकोर, डेरोल, देशनोक, देवलाली, धारवाड़, धुले, डोंगरगढ़, फतेहाबाद, फतेहपुर शेखावटी, गडग, गोगामेरी, गोकक रोड, गोला गोकर्नाथ, गोमती नगर, गोवर्धन, गोविंद गढ़, गोविंदपुरी, गोविंदपुर रोड, हैबरगांव, हाथरस सिटी, हापा, ईदगाह आगरा जं., इज्जतनगर, जाम जोधपुर, जाम वनथली,

जोयचंदी पहाड़, कल्याणी घोषपारा, कनालूस जं., करमसद, करीमनगर, कटनी दक्षिण, केडगांव, कोसांबा जं., कुलीचुराई, लासलगांव, लिंबडी, लोनंद जं., माहे, महुवा, मैलानी, मंडल गढ़, मंडावरमहवा रोड, मंडी डबवाली, मन्नारगुडी, माटुंगा, मीठापुर, मोरबी, मुनिराबाद, मुर्तिजापुर जंक्शन, नर्मदापुरम (होशंगाबाद), नेताजी सुभाष चंद्र बोस इतवारी जंक्शन, ओखा, ओरछा, पालीताना, पानागढ़, परेल, पीरपेंती, पोखरायण, पोलूर, राजगढ़, राजमहल, राजुला जंक्शन, रामघाट हॉल्ट, सहारनपुर जंक्शन, समखियाली, सामलपट्टी, शंकरपुर, सावदा, सिवनी, शहाद, शाजापुर, श्रीधाम, सिद्धार्थ नगर, सीहोर जंक्शन, श्रीरंगम, सेंट थॉमस माउंट, सुल्लुरपेटा, सुरैमनपुर, स्वामीनारायण छपिया, थावे, तिरुवन्नामलाई, उझानी, उरकुरा, उत्तरन, वडकारा, वडाला रोड, वृद्धाचलम जंक्शन, वारंगला

अन्य स्टेशनों पर भी कार्य अच्छी गति से शुरू किए गए हैं तथा कुछ स्टेशनों की प्रगति निम्नानुसार है:

- तिरुपति स्टेशन: दक्षिण दिशा में नए मुख्य प्रवेश स्टेशन भवन और 2 अदद एयर कॉन्कोर्स के संरचनात्मक ढांचे का कार्य पूरा हो चुका है। दक्षिण दिशा की ओर नए मुख्य प्रवेश स्टेशन भवन और एयर कॉन्कोर्स में फिनिशिंग का कार्य, उत्तर दिशा के स्टेशन भवन का संरचनात्मक कार्य, प्लेटफार्म शेल्टर संबंधी कार्य, लिफ्ट, एस्केलेटर आदि का कार्य शुरू कर दिया गया है।
- नेल्लोर स्टेशन: पूर्व और पश्चिम दोनों दिशाओं में स्टेशन भवनों के संरचनात्मक ढांचे, ईंटों और प्लस्टर का कार्य और एयर कॉन्कोर्स का संरचनात्मक कार्य पूरा हो चुका है। पूर्व और पश्चिम दोनों दिशाओं में स्टेशन भवन और एयर कॉन्कोर्स पार्ट के फिनिशिंग कार्य, अंडरपास का विस्तार कार्य, पानी की टंकियों, सीवेज ट्रीटमेंट प्लांट के कार्य शुरू कर दिए गए हैं।
- यशवंतपुर स्टेशन: पूर्वी दिशा के स्टेशन भवन के संरचनात्मक कार्य, पूर्वी दिशा के उप-स्टेशन के सिविल कार्य, पूर्वी दिशा पर एलिवेटेड सड़क और मल्टी-लेवल कार पार्किंग के कार्य पूरे हो गए हैं। पूर्वी दिशा के स्टेशन भवन, पूर्वी दिशा पर एलिवेटेड सड़क और मल्टी-लेवल कार

पार्किंग, सीवेज ट्रीटमेंट संयंत्र का फिनिशिंग कार्य, पश्चिम दिशा के स्टेशन भवन और एयर कंकोर्स के संरचनात्मक कार्य शुरू कर दिए गए हैं।

- बेंगलुरु कैंट स्टेशन: दक्षिण दिशा में 24 मीटर चौड़े अंतरित मार्ग, प्रशिक्षण केंद्र, उत्तर दिशा में छात्रावास, दक्षिण दिशा के स्टेशन भवन के संरचनात्मक कार्य पूरे कर लिए गए हैं। दक्षिण दिशा के स्टेशन भवन का फिनिशिंग कार्य, उत्तर दिशा के स्टेशन भवन का संरचनात्मक कार्य, पैदल पार पुल का कार्य शुरू किया गया है।
- रामेश्वरम स्टेशन: पूर्व/उत्तर टर्मिनल भवन, प्रस्थान प्रांगण, आगमन प्रांगण, आवासीय टॉवर, सब-स्टेशन भवन, जल निष्कर्षण संयंत्र और सीवेज ट्रीटमेंट संयंत्र के संरचनात्मक कार्य पूरे हो चुके हैं। पूर्व टर्मिनल भवन के चिनाई संबंधी कार्य, उत्तर टर्मिनल भवन, प्रस्थान प्रांगण, आगमन प्रांगण, आवासीय टॉवर के फिनिशिंग कार्य, प्लेटफार्म उन्नयन जिसमें प्लेटफार्म शेल्टर शामिल है और मौजूदा प्रतीक्षा कक्ष के नवीनीकरण के कार्य शुरू कर दिए गए हैं।
- सफदरजंग स्टेशन: सिगनल भवन, स्टेशन भवन, प्लम्बिंग और फायर फाइटिंग, परिचालन भवन की छत तक संरचनात्मक कार्य, एयर कॉन्सोर्स की स्थापना और पेडेस्टल्स के कार्य पूरे हो चुके हैं। स्टेशन भवन में इलेक्ट्रिकल और लो वोल्टेज कार्य, प्लेटफार्म नवीनीकरण, परिचालन भवन के फिनिशिंग कार्य, ओवरहेड टैंक और एयर कॉन्सोर्स के कार्य शुरू कर दिए गए हैं।

इसके अतिरिक्त, भारतीय रेल पर स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्यों की पारस्परिक प्राथमिकता और निधि की उपलब्धता के अध्यधीन, आवश्यकतानुसार कार्य शुरू किए जाते हैं। स्टेशनों के विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण कार्यों को स्वीकृति देने और निष्पादन के समय निचली कोटि के स्टेशनों की तुलना में उच्चतर कोटि के स्टेशनों को प्राथमिकता दी जाती है।

रेलवे स्टेशनों का विकास/उन्नयन जटिल प्रकृति का होता है जिसमें यात्रियों और रेलगाड़ियों

की संरक्षा शामिल होती है और इसके लिए दमकल विभाग, धरोहर, पेड़ों की कटाई, विमानपत्तन संबंधी स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। इनकी प्रगति जनोपयोगी सेवाओं को स्थानांतरित करना, (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं) अतिलंघन, यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, रेलपथ एवं उच्च वोल्टेज बिजली लाइनों के नजदीक किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों के कारण भी प्रभावित होती है और ये कारक कार्य के समापन समय को प्रभावित करते हैं। अतः, इस समय कोई समय-सीमा नहीं बताई जा सकती है।

ऊपरी/निचले सड़क पुल संबंधी कार्य

रेलपथ पर ऊपरी/निचले सड़क पुलों संबंधी कार्यों की स्वीकृति और निष्पादन एक सतत और जारी रहने वाली प्रक्रिया है। रेलगाड़ी परिचालन में संरक्षा और रेलगाड़ी की गतिशीलता और व्यवहार्यता आदि पर उनके प्रभाव के आधार पर ऐसे कार्यों की प्राथमिकता निर्धारित करके उन्हें शुरू किया जाता है।

2004-14 की तुलना में 2014-25 (अक्टूबर 2025) की अवधि के दौरान भारतीय रेल पर निर्मित ऊपरी/निचले सड़क पुलों की संख्या निम्नानुसार है:

अवधि	निर्माण किए गए ऊपरी/निचले सड़क पुल (अदद में)
2004-14	4,148 अदद
2014-25 (अक्टूबर 2025)	13,653 अदद

दिनांक 01.11.2025 की स्थिति के अनुसार, भारतीय रेल पर ₹1,11,583 करोड़ की लागत से 4,689 ऊपरी/निचले सड़क पुल स्वीकृत किए गए हैं, जो योजना और निष्पादन के विभिन्न चरणों में हैं।

इसके अतिरिक्त, रेलवे ने ऊपरी/निचले सड़क पुल संबंधी कार्यों की प्रगति में तेजी लाने के

लिए निम्नलिखित उपाय किए हैं:

- (i) सुचारु निष्पादन सुनिश्चित करने के लिए सामान्य व्यवस्था आरेख को अंतिम रूप देने से पहले संबंधित राज्य सरकार/सड़क स्वामित्व प्राधिकरण के साथ संयुक्त सर्वेक्षण किया जाता है।
- (ii) ऊपरी/निचले सड़क पुल कार्यों से संबंधित विभिन्न मुद्दों के समाधान के लिए रेलवे और राज्य सरकार के अधिकारियों की आवधिक बैठकें आयोजित की जाती हैं।
- (iii) डिजाइन अनुमोदन के दौरान विलंब से बचने के लिए रेलवे के हिस्से पर सड़क के फैलाव, तिरछापन और चौड़ाई के विभिन्न संयोजनों के लिए अधिरचना रेखाचित्रों का मानकीकरण किया गया है। इसे एक सार-संग्रह के रूप में जारी किया गया है, जिसे शीघ्र नियोजन के लिए रेल लाइनों पर ऊपरी सड़क पुल के लिए सीधे अपनाया जा सकता है।
- (iv) जहाँ तक संभव हो, रेलवे द्वारा ऊपरी/निचले सड़क पुल कार्यों को एकल इकाई के आधार पर निष्पादित करने की योजना बनाई गई है। यदि कोई सड़क स्वामित्व प्राधिकरण/राज्य सरकार चाहे, तो रेलवे उन्हें एकल निकाय के आधार पर कार्य निष्पादित करने की अनुमति दे सकता है।

BHANUPLI – BILASPUR – MANALI -LEH RAILWAY PROJECT

673. SHRI ANURAG SINGH THAKUR:

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

- (a) the current status of the Bhanupli–Bilaspur–Manali–Leh railway line and Nangal-Una-Talwara Railway line along with details of works completed and under progress, Section-wise;
- (b) whether the timelines for completion have been revised and if so, the details and reasons therefor;

- (c) the details of the sanctioned cost, funds released, expenditure incurred so far and anticipated cost overruns, if any;
- (d) the details of the land acquisition position including total land required/land acquired along with the reasons for pendency;
- (e) whether statutory clearances such as environmental/forest/defence are pending and if so, the details thereof along with the timeline for their disposal;
- (f) whether any problems have arisen from the State Governments of Punjab and Himachal relating to land/compensation/alignment/ cooperation and if so, the details thereof along with steps taken by the Union Government to remediate them; and
- (g) the details of the major terrain/technical challenges being faced by the Railway along with measures proposed to address them?

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

(a) to (g) Bhanupalli-Bilaspur-Beri (63km) New Rail Line project has been sanctioned on cost sharing basis with the State Govt..

In this project, 82 Ha land out of total required 124.02 Ha land in Himachal Pradesh has been acquired. The work on available land has been taken up. So far, an expenditure of ₹5252 crore has been incurred on this Project. ₹1843 crore is outstanding with Government of Himachal Pradesh. Failure to make this contribution is adversely affecting the project.

The progress of this project is also affected due to non fulfillment of commitments by State Govt. The support of State Govt is required to expedite

the Project.

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

Bilaspur–Manali–Leh New is identified as strategic line by Ministry of Defence. Survey of Bilaspur-Manali-Leh new line project (489 km) has been completed and Detailed Project Report has been prepared. Anticipated cost of the project as per Detailed Project Report is ₹1,31,000 crore.

Nangal Dam - Una - Andaura - Daulatpur Chowk (60 km) section of Nangal Dam - Talwara - Mukerian New line project has been completed and opened for traffic since January, 2019. Work of Daulatpur Chowk - Kartoli Punjab - Talwara (52 km) section falling fully/partly in State of Punjab have been taken up. An expenditure of Rs. 2568 crore has been incurred so far.

Himachal Pradesh

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

Period	Outlay
2009-14	₹108 crore/year
2025-26	₹ 2716 Cr. (More than 25 times)

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

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	-	-
2014-25	16 km	1.5 km per year

As on 01.04.2025, 03 New line of total length 214 km, costing ₹17622 crore, falling fully/partly in the state of Himachal Pradesh are in construction stage, out of which, 64 km length has been commissioned and an expenditure of ₹8280 crore has been incurred upto March, 2025. The status of work is summarized as under:

Plan Head	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2025 (₹in Cr)
New Lines	3	214	64	8280

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

S. No.	Project	Cost (Rs. in Cr.)
1	Nangal Dam Daulat Pur Chowk New Line (61 Km)	672

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

SN.	Project	Cost (Rs. in Cr.)
1	Chandigarh-Baddi New Line (28 Km)	1540
2	Bhanupalli-Bilaspur-Beri New Line(63 Km)	6753

Punjab

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

Period	Outlay
2009-14	₹225 crore/year
2025-26	₹ 5,421 Cr. (More than 24 times)

As on 01.04.2025, 09 projects (04 new line and 05 doubling) of total length 714 Km, costing Rs.21,926 crore, falling fully/partly in the State of Punjab are in different stages of planning/sanctioning/execution, out of which 115 Km length has been commissioned and an expenditure of Rs.8,079 crore has been incurred upto March' 2025. The summary is as under:

Category	No. of projects	Total Length	Length Commissioned	Expenditure upto March 2025 (Rs.in Crore)
New line	04	252 Km	64 Km	7359
Doubling /multitracking	05	462 Km	51 Km	720
Total	09	714 Km	115 Km	8,079

Details of some of the recently completed projects falling fully/partly in the State of 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 (2.5 Km)	74.17
4	Ambala-Dhapper-chandigarh Doubling (45 Km)	338.54
5	Mansa – Bhatinda Doubling (49 Km)	216
6	Amritsar to Chheharta Doubling (7 Km)	30.91
7	Jalandhar-Pathankot-Jammu Tawi Doubling (209 km)	850
8	Kathua-Madhopur Punjab - doubling across Ravi Bridge(2.5 Km)	257.16
9	Rajpura-Bhatinda Doubling (173 Km)	2458.99

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

SN.	Project	Cost (Rs. in Cr.)
1	Nangal Dam-Talwara & Taking over siding of Mukerian-Talwara New line (143 Km)	2018
2	Bhanupalli-Bilaspur-Beri New Line(63 Km)	6753
3	Qadian-Beas New Line(40 km)	842
4	Ferozpur-Patti New Line (26 Km)	300
5	Rama Mandi(Raman)-Maur Mandi(Maur) via Talwandi Sabo (29 km) New Line	154
6	Ludhiana-Kila Raipur doubling (19 Km)	238
7	Ludhiana-Mullanpur doubling (21 Km)	235
8	Rajpura-Mohali New Line (18 km)	443

Government of India is geared up to execute projects, however success depends upon the support of Government of Punjab. 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	Firozpur-Patti new line	166	0	166
2	Alal-Himmatana Chord line	20	0	20
3	Qadian-Beas New Line	151	0	151
4	Rama Mandi(Raman)- Talwandi Sabo New Line	85	0	85

Firozpur-Patti New line (26 km) situated fully in Punjab is an important project near the international border. Land for project was to be handed over free of cost for this project by State Govt. of Punjab. Total 166 Ha land is to be acquired in the districts of Firozpur and Tarn Taran. Award for entire land has

been published in Mar'23. However, disbursement of award has not been done by state govt. considering delay in execution of this important border area project, Ministry of Railways has decided to take up Firozpur-Patti New line (26 km) through its own funding.

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.

NEXT GENERATION INCUBATION SCHEME

674. SHRI DAGGUMALLA PRASADA RAO:

SHRI B. K. PARTHASARATHI:

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

- (a) the details on the number of Startups that have been set up under the Next Generation Incubation Scheme (NGIS), State and city-wise;
- (b) the details of Startups that have been initiated, State-wise;
- (c) the total amount that has been sanctioned and utilised, year and State-wise;
- (d) whether the Government plans to extend the scheme;
- (e) if so, the details thereof and if not, the reasons therefor; and
- (f) whether more cities are likely to be added in the scheme and if so, the details thereof and if not, the reasons therefor?

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

- (a) to (f) The Government of India is promoting entrepreneurship and innovation by nurturing technology startups across Tier-II and Tier-III cities through the Next

Generation Incubation Scheme (NGIS). The scheme is implemented by the Software Technology Parks of India (STPI).

Under NGIS, 686 startups have been supported by providing mentoring, stipends, seed funding, networking, and incubation infrastructure, etc.

The amount of ₹67.84 crore has been utilised on the scheme. The State and city wise details on the number of startups supported under NGIS are as follows:

Sl. No	City	State	Number of Start-ups Supported
1	Vijayawada	Andhra Pradesh	133
2	Guwahati	Assam	38
3	Patna	Bihar	31
4	Bhilai	Chhattisgarh	11
5	Bhopal	Madhya Pradesh	70
6	Bhubaneswar	Odisha	112
7	Mohali	Punjab	59
8	Jaipur	Rajasthan	101
9	Agartala	Tripura	8
10	Lucknow	Uttar Pradesh	64
11	Prayagraj		8
12	Dehradun	Uttarakhand	51
Total			686

GLOBAL ARTIFICIAL INTELLIGENCE HUB

675. SHRI BIPLAB KUMAR DEB:

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

(a) whether the Government concurs with the view that the country has a unique

opportunity to become a global Artificial Intelligence (AI) hub; and

(b) if so, the details of the initiatives that are proposed to be taken by the Government keeping in mind that a focused push towards AI could position India as a game changer in AI technology over the next decade?

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

(a) and (b) Artificial Intelligence (AI) is transforming economies, industries and society globally at unprecedented speed. For India, this presents a unique opportunity to emerge as a global AI hub.

In line with the vision of the Hon'ble Prime Minister Shri Narendra Modi, the Government is focused on democratising the development and usage of AI technology.

As part of this vision, India is leveraging its strengths in scale, talent, digital public infrastructure and rapid technology adoption.

India's Strategic Vision for AI Leadership:

To translate this vision into action, the Government approved the **IndiaAI Mission** in March 2024. It is designed as a national-level effort to build a comprehensive, inclusive, and sustainable AI ecosystem.

Seven pillars of AI mission are as follows:

1. **IndiaAI Compute Capacity:** It aims to provide high-end compute power (GPUs) to all, including MSMEs and startups, at an affordable cost.
2. **IndiaAI Foundation Models:** To develop India's own Large Multimodal

Models (LMMs) trained on Indian datasets and languages. This is to ensure sovereign capability and global competitiveness in generative AI.

3. **AIKosh:** To develop large datasets for training AI models. AIKosh is a unified data platform integrating datasets from government and non-government sources.
4. **IndiaAI Application Development Initiative:** To develop AI applications for India specific challenges in sectors such as climate change, healthcare, agriculture, governance, assistive technologies for learning disabilities, etc.
5. **IndiaAI FutureSkills:** To develop AI skilled professionals in India by increasing the number of graduates, post-graduate and PhDs in AI domain. It also envisions setting up Data and AI Labs in Tier 2 and Tier 3 cities across India.
6. **IndiaAI Startup Financing:** To provide financial assistance to AI start-ups.
7. **Safe & Trusted AI:** To balance innovation with strong governance frameworks to ensure responsible AI adoption.

The government has also released the India AI Governance Guidelines, a comprehensive roadmap for safe, inclusive, and responsible AI use.

India on the Global Stage

India has been active in shaping global AI conversations. It has played key roles at forums such as the Global Partnership on AI (GPAI) where it has served as Council Chair and during its G20 Presidency in 2023.

More recently, India co-chaired the Paris AI Action Summit with France.

India - AI Impact Summit 2026

India will host the India–AI Impact Summit 2026 from 16–20 February 2026 at New Delhi

- For the first time, the global AI summit series will take place in the Global South. The shift signals a broader move toward a more inclusive global AI dialogue.
- In the run-up to the Summit, over 200 pre-summit events have already been held worldwide
- Seven flagship initiatives including pitch fests, innovation challenges (AI for ALL, AI by HER, YUVAi) and a global research symposium are underway
- Organisers and institutions can propose events to be part of the official Summit agenda

During the Summit, discussions will revolve around seven thematic “Chakras”: Human Capital, Inclusion, Safe & Trusted AI, Resilience, Innovation and Efficiency, Democratizing AI Resources, and AI for Economic Development and Social Good.

कोयले के लिए डिस्पैच ऑर्डर जारी करने में भ्रष्टाचार

676. श्री वीरेन्द्र सिंह:

क्या कोयला मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को घटिया गुणवत्ता वाले कोयले के लिए डिस्पैच ऑर्डर (डीओ) जारी करने और

फिर उनके साथ अच्छी गुणवत्ता वाला कोयला उपलब्ध कराने संबंधी भ्रष्टाचार की जानकारी है और यदि हाँ, तो अब तक कितने व्यापारियों पर मुकदमा चलाया गया है और कितने लोगों को दोषी ठहराया गया है और जेल भेजा गया है;

(ख) क्या सरकार का उत्तर प्रदेश के चंदौली जिले के शाहूपुरी क्षेत्र में फर्जी डीओ के आवंटन के माध्यम से अच्छी गुणवत्ता वाले कोयले की तस्करी को रोकने के लिए कार्रवाई करने का विचार है; और

(ग) यदि हाँ, तो कार्रवाई कब तक किए जाने की संभावना है और यदि नहीं, तो इसके क्या कारण हैं?

कोयला मंत्री; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) निम्न ग्रेड के कोयले के लिए प्रेषण आदेश (डीओ) पर उच्च ग्रेड के कोयले की आपूर्ति करने से संबंधित भ्रष्टाचार के किसी मामले की मंत्रालय में पुष्टि नहीं हुई है।

(ख) और (ग) उपर्युक्त (क) को देखते हुए प्रश्न नहीं उठता।

TRAI PROPOSAL ON ALL-IP INTERCONNECTION BETWEEN TELECOM NETWORKS

**677. SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:
SHRI SURESH KUMAR SHETKAR:**

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

(a) whether the Government is aware that TRAI has proposed mandating digital “all-IP” interconnection between telecom networks to improve call quality and reliability and if so, the details thereof;

(b) whether the Government is aware that despite claims of 4G and 5G expansion, major private operators still use outdated analogue systems, causing poor voice quality for consumers and if so, the reasons for delays in upgradation;

- (c) whether the Government will ensure that telecom companies upgrade their interconnection AI Network infrastructure to IP-based system without shifting the financial burden onto users through tariff hikes;
- (d) whether the Government will hold private telecom firms accountable for persistent call drops and poor quality of service under TRAI norms;
- (e) whether the Government will safeguard public and smaller operators like BSNL and MTNL to ensure fair interconnect access and prevent monopolistic dominance by large private players;
- (f) whether the Government has studied the economic implications of mandatory IP transition on smaller regional telecom operators and rural connectivity; and
- (g) whether the Government will make TRAI's consultation process fully transparent and include consumer rights groups and opposition-led State representatives before finalising regulations?

**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) is undertaking a comprehensive review of existing interconnection regulations to ensure that the regulatory framework takes into account evolution of technology and changes in the telecommunications sector.
- (b) to (d) Telecom Service Providers (TSP) are operating on the advanced systems and upgrade their system time to time.

As per TRAI Performance Monitoring Report, all TSPs are meeting Quality

of Service (QoS) benchmarks in the month of Oct-25 except M/s Vodafone Idea Limited in North East License Service Area. Wherever the QoS benchmarks set by TRAI are not met by service providers, financial disincentive are imposed for non-complied parameters as per regulation.

(e) to (g) Consultation paper on "Review of existing TRAI Regulations on Interconnection matters" has been released by TRAI on 10.11.2025.

Comments on the issues raised in the consultation paper are invited from the stakeholders. Based on the outcome of the ongoing consultation process with the stakeholders, suitable decisions on the matters related to Interconnection regulations will be taken by TRAI.

EXPANSION OF 4G AND 5G CONNECTIVITY IN NORTH EASTERN STATES

678. SHRI AMARSING TISSO:

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

- (a) the present status of 4G and 5G network expansion in the rural and remote areas of Assam and other North Eastern States, especially Karbi Anglong and Dima Hasao;
- (b) the steps being taken to address network coverage gaps in hilly and border districts; and
- (c) whether the Government has set any timeline for universal mobile coverage in the region and if so, the details thereof?

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

(a) to (c) As of October, 2025, 43,088 villages and 5,606 villages out of a total of 45,934 villages (as per data of Registrar General of India) are covered with 4G and 5G mobile connectivity respectively in the North Eastern States including State of Assam. Further, 2,886 villages and 108 villages out of a total of 3,017 villages are covered with 4G and 5G mobile connectivity respectively in the district of Karbi Anglong and Dima Hasao.

Mobile coverage for any uncovered inhabited villages is provided by the Telecom Service Providers (TSPs) based on the techno-commercial viability. Government, through funding from Digital Bharat Nidhi (DBN), is implementing various schemes for expansion of telecom connectivity through installation of 4G mobile towers in the rural and remote areas of the country.

श्रावस्ती और बलरामपुर जिलों के रेलवे स्टेशनों के लिए एबीएसएस

679. श्री राम शिरोमणि वर्मा:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का प्रमुख रेलवे स्टेशनों यथा बलरामपुर, गैसड़ी, श्रावस्ती लोक सभा क्षेत्र के गोंडा-बलरामपुर खंड और बलरामपुर जिले के साथ-साथ श्रावस्ती में नई रेलवे लाइन परियोजना से संबंधित स्टेशनों को अत्याधुनिक सुविधाओं के साथ आदर्श स्टेशनों के रूप में विकसित करने हेतु कोई योजना बनाने का विचार है;
- (ख) यदि हाँ, तो अमृत भारत स्टेशन योजना या अन्य आधुनिकीकरण योजनाओं के अंतर्गत इन

जिलों में चयनित स्टेशनों की सूची, स्वीकृत बजट का ब्यौरा, कार्य की वर्तमान प्रगति और अपेक्षित पूर्णता अवधि क्या है; और

(ग) यदि नहीं, तो श्रावस्ती और बलरामपुर जिलों के स्टेशनों पर यात्रियों के लिए बुनियादी सुविधाओं (प्रतीक्षालय, पेयजल, प्रकाश व्यवस्था, शौचालय, दिव्यांगजनों के लिए सुविधाएं आदि) में सुधार हेतु सरकार द्वारा उठाए गए/उठाए जा रहे कदमों का ब्यौरा क्या है?

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

(क) से (ग) भारतीय रेल ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास के लिए अमृत भारत स्टेशन योजना शुरू की है।

इस योजना में स्टेशनों में सुधार करने के लिए मास्टर योजना तैयार करना और उनका चरणबद्ध कार्यान्वयन शामिल है। इस मास्टर योजना में निम्नानुसार शामिल है:-

- स्टेशन और परिचलन क्षेत्रों तक पहुंच में सुधार,
- स्टेशन का शहर के दोनों भागों का एकीकरण,
- स्टेशन भवन में सुधार,
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पानी के बूथ में सुधार,
- यात्री यातायात के अनुरूप चौड़े पैदल पार पुल/एयर कॉनकोर्स का प्रावधान,
- लिफ्ट/स्वचालित सीढ़ियों/रैंप का प्रावधान,
- प्लेटफॉर्म की सतह और प्लेटफॉर्म पर कवर में सुधार/प्रावधान,
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान,
- पार्किंग क्षेत्र, यातायात के विभिन्न साधनों के साथ एकीकरण,
- दिव्यांगजनों के लिए सुविधाएं,
- बेहतर यात्री सूचना प्रणाली,

- प्रत्येक स्टेशन पर आवश्यकताओं को ध्यान में रखते हुए एकजीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए नामित स्थान, लैंडस्केपिंग आदि का प्रावधान।

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

अभी तक, इस योजना के अंतर्गत विकास हेतु 1337 स्टेशनों को चिह्नित किया गया है, जिनमें से बलरामपुर जिले के बलरामपुर और तुलसीपुर स्टेशन, श्रावस्ती लोकसभा निर्वाचन क्षेत्र सहित 157 स्टेशन उत्तर प्रदेश राज्य में स्थित हैं। उत्तर प्रदेश राज्य में अमृत भारत स्टेशन योजना के अंतर्गत विकास के लिए चिह्नित स्टेशनों के नाम इस प्रकार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
उत्तर प्रदेश	157	अछनेरा, आगरा कैट, आगरा फोर्ट, ऐशबाग जं., अकबरपुर जं., अलीगढ़, अमेठी, अमरोहा, आनंद नगर जं., आंवला, अयोध्या धाम जंक्शन, आजमगढ़, बाबतपुर, बछरावां, बदायूं, बादशाहनगर, बादशाहपुर, बहेड़ी, बहराईच, बालामऊ जं., बलिया, बलरामपुर, बनारस, बांदा, बाराबंकी जं., बरेली, बरेली सिटी, बढ़नी, बस्ती, बेल्थरा रोड, भदोही, भरतकुंड, भटनी, भूतेश्वर, बिजनौर, बुलन्दशहर, चंदौली मझवार, चंदौसी, चिलबिला, चित्रकूट धाम कर्वी, चोपन, चुनार जं., डालीगंज, दर्शननगर, देवरिया सदर, धामपुर, दिलदारनगर, इटावा जं., फर्रुखाबाद, फतेहाबाद, फतेहपुर, फतहपुर सीकरी, फिरोजाबाद, गजरौला, गढ़मुक्तेश्वर, गौरीगंज, घाटमपुर, गाजियाबाद, गाज़ीपुर सिटी, गोला गोकर्णनाथ, गोमतीनगर, गोंडा, गोरखपुर, गोवर्धन, गोविंदपुरी, गुरसहायगंज, हैदरगढ़, हापुड, हरदोई, हाथरस सिटी, ईदगाह आगरा जंक्शन, इज्जतनगर, जंघई जंक्शन, जौनपुर सिटी, जौनपुर जंक्शन, कन्नौज, कानपुर अनवरगंज, कानपुर ब्रिज लेफ्ट बैंक, कानपुर सेंट्रल, कप्तानगंज जंक्शन, कासगंज जंक्शन, काशी, खलीलाबाद, खोरासों रोड, खुर्जा जंक्शन, कोसी कलां, कुंडा हरनामगंज, लखीमपुर, लालगंज, ललितपुर जंक्शन, लंभुआ, लोहता, लखनऊ (चारबाग) एनआर, लखनऊ सिटी, लखनऊ

	जंक्शन (एनईआर), मां बेलहा देवी प्रतापगढ़ जंक्शन, मगहर, महाराजा बिजली पासी, महोबा जंक्शन, मैलानी जंक्शन, मैनपुरी जंक्शन, मल्हौर, मानक नगर, मानिकपुर जंक्शन, मारियाहू, मथुरा जंक्शन, मऊ जंक्शन, मेरठ सिटी जंक्शन, मिर्जापुर, मोदीनगर, मोहनलालगंज, मुरादाबाद जंक्शन, मुजफ्फरनगर, नगीना, नजीबाबाद जंक्शन, उरई, पनकी धाम, फाफामऊ जंक्शन, फूलपुर, पीलीभीत जंक्शन, पोखरायां, प्रयाग जंक्शन, प्रयागराज जंक्शन, पं. दीन दयाल उपाध्याय जंक्शन, रायबरेली जंक्शन, राजा की मंडी, रामघाट हॉल्ट, रामपुर जंक्शन, रेनुकूट, सहारनपुर जंक्शन, सलेमपुर, स्योहारा, शाहगंज जंक्शन, शाहजहाँपुर, शामली, शिकोहाबाद जंक्शन, शिवपुर, सिद्धार्थ नगर, सीतापुर जंक्शन, सोनभद्र, श्रीकृष्ण नगर, सुल्तानपुर जंक्शन, सुरेमनपुर, स्वामीनारायण छपिया, तकिया, तुलसीपुर, टूंडला जंक्शन, उझानी, उंचाहार, उन्नाव जंक्शन, उत्तरेतिया जंक्शन, वाराणसी कैंट, वाराणसी सिटी, विंध्याचल, वीरांगना लक्ष्मीबाई झाँसी, व्यासनगर, जाफराबाद

उत्तर प्रदेश राज्य में अमृत भारत स्टेशन योजना के अंतर्गत रेलवे स्टेशनों पर विकास कार्य तेज गति से शुरू किए गए हैं। अब तक, इस योजना के अंतर्गत उत्तर प्रदेश राज्य में 20 स्टेशनों (अयोध्या धाम, बलरामपुर, बरेली सिटी, बिजनौर, फतेहाबाद, गोला गोकर्णनाथ, गोमती नगर, गोवर्धन, गोविंदपुरी, हाथरस सिटी, ईदगाह आगरा जं., इज्जतनगर, मैलानी, पुखरायां, रामघाट हॉल्ट, सहारनपुर जं., सिद्धार्थ नगर, सुरेमनपुर, स्वामीनारायण छपिया, उझानी) पर कार्य पूरे किए जा चुके हैं।

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

- तुलसीपुर स्टेशन: स्टेशन भवन, प्रवेश प्रांगण, परिचलन क्षेत्र, पार्किंग क्षेत्र, प्रतीक्षालय, शौचालय, प्लेटफार्म शेल्टर और संकेतकों में सुधार संबंधी कार्य पूरे कर लिए गए हैं। फिनिशिंग के कार्य शुरू कर दिए गए हैं।

- गोंडा स्टेशन: नए स्टेशन भवन के निर्माण, मौजूदा संरचनाओं को तोड़ने और जनोपयोगिताओं के स्थानांतरण के कार्य शुरू कर दिए गए हैं।
- मोदीनगर स्टेशन: स्टेशन भवन की ऊंचाई बढ़ाने, प्रतीक्षालय और शौचालय में सुधार, 12 मीटर चौड़ा पैदल पार पुल, नए प्लेटफार्म शेल्टर के कार्य पूरे कर लिए गए हैं और भवन के छोटे-मोटे अंतिम सुधार कार्य, प्लेटफार्म की सतह संबंधी कार्य, संकेतक, परिचलन क्षेत्र और पार्किंग में सुधार संबंधी कार्य शुरू किए गए हैं।
- लखनऊ (चारबाग) स्टेशन: स्टेशन भवन के दूसरे प्रवेश द्वार, टीटीई रनिंग हॉस्टल, भंडार गोदाम के संरचनात्मक कार्य पूर्ण कर लिए गए हैं और ईंट-पत्थर का कार्य सहित अन्य फिनिशिंग कार्य, कॉनकोर्स, पैदल पार पुल, दूसरे प्रवेश द्वार पर परिचलन क्षेत्र, मुख्य प्रवेश द्वार पर बाहरी विकास कार्य और प्लेटफार्म क्र. 10/11 के कार्य शुरू किए गए हैं।
- प्रयागराज जंक्शन स्टेशन: दूसरे प्रवेश द्वार की ओर, रेल डाक सेवा और आगमन, पार्सल और आगमन भवनों तथा दूसरे प्रवेश द्वार पर बेसमेंट प्लाजा, विद्युत उप-केंद्र सबस्टेशन के संरचनात्मक कार्य पूरे कर लिए गए हैं और इन संरचनाओं के फिनिशिंग कार्य शुरू कर दिए गए हैं। पैदल पार पुल सं. 2 का विस्तार कार्य पूरा कर लिया गया है। रूफ प्लाजा और स्थानांतरित संरचनाओं के कार्य शुरू कर दिए गए हैं।
- गाजियाबाद स्टेशन: मुख्य प्रवेश द्वार और दूसरे प्रवेश द्वार पर स्टेशन भवन के संरचनात्मक कार्य, पैदल पार पुल की नींव का कार्य, रूफ प्लाजा, मुख्य प्रवेश द्वार और दूसरे प्रवेश द्वार पर विद्युत उप-केंद्र, मजिस्ट्रेट भवन, राजकीय रेल पुलिस और रेल सुरक्षा बल के भवनों के कार्य शुरू किए गए हैं।

भारतीय रेल में स्टेशनों पर यात्री सुविधाओं के प्रावधान सहित स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण सतत् और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्यों की पारस्परिक प्राथमिकता और निधियों की उपलब्धता के अध्यधीन, आवश्यकतानुसार कार्य किए जाते हैं। स्टेशनों के विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण के लिए कार्यों को स्वीकृति देते और निष्पादित करते समय निचली कोटि के स्टेशनों की तुलना में उच्च

कोटि के स्टेशनों को प्राथमिकता दी जाती है।

अमृत भारत स्टेशन योजना सहित स्टेशनों का विकास/उन्नयन/आधुनिकीकरण सामान्यतः योजना शीर्ष-53 'ग्राहक सुविधाएं' के अंतर्गत वित्तपोषित किया जाता है। योजना शीर्ष-53 के अंतर्गत आबंटन और व्यय का विवरण क्षेत्रीय रेलवे-वार रखा जाता है, न कि कार्य-वार या स्टेशन-वार या राज्य-वार। उत्तर प्रदेश राज्य पाँच क्षेत्रीय रेलों नामतः पूर्व मध्य रेलवे, उत्तर मध्य रेलवे, उत्तर रेलवे, पूर्वोत्तर रेलवे और पश्चिम मध्य रेलवे के अधिकार क्षेत्र में आता है। इन क्षेत्रीय रेलों के लिए वित्त वर्ष 2025-26 के लिए 4,358 करोड़ रुपये का आबंटन किया गया है, जिसमें से अब तक (अक्टूबर, 2025 तक) 2,288 करोड़ रुपये का व्यय किया गया है।

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

खलीलाबाद – बहराइच नई लाइन परियोजना

“बलरामपुर और श्रावस्ती के रास्ते खलीलाबाद-बहराइच नई लाइन परियोजना (240 किमी) को 4,940 करोड़ रुपये की लागत पर स्वीकृत किया गया है। इस परियोजना में 32 स्टेशन शामिल हैं, जिनके नाम हैं: खलीलाबाद, भागौली, बखीरा, मेधावल, पसई, खेसराहा, बंसी, रामवानपुर, भगोभार, टिकरिया, डुमरियागंज, धनखरपुर, बंजरहा, चिरकुटीहा, उतरौला, कपुआशेरपुर, श्रीदत्तगंज, महेश भरी, खगाईजोत, बलरामपुर, झरखंडी, हासुवाल डोल, श्रावस्ती, इकौना, लक्ष्मणपुर, बिषुनापुर,

भिंगा, हरिहरपुर, बरदेहरा, धूसवा, अजातापुर और बहराइचा इन सभी स्टेशनों पर आधुनिक सुविधाएं प्रदान करने की योजना है। इस परियोजना को राज्य सरकार के माध्यम से भूमि अधिग्रहण के लिए “विशेष रेल परियोजना” के रूप में अधिसूचित किया गया है।

AADHAAR BASED E-KYC

680. SHRI AMRINDER SINGH RAJA WARRING:

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

- (a) whether the Union Government has issued repeated reminders and deadlines to the State Government of Punjab to complete Aadhaar-based e-KYC and beneficiary verification under the National Food Security Act (NFSA) and if so, the details thereof;
- (b) the total number of ration cards in Punjab that have been placed under “verification pending”, “KYC pending” or “proposed for deletion” categories as a result of the Punjab Government's administrative lapses;
- (c) the total number of eligible ration cardholders in Punjab in the last three years from 2022 onwards, year-wise;
- (d) whether the Union Government has sought explanations from the Punjab Government regarding delays, irregularities or discrepancies detected during verification; and
- (e) the details of the steps taken by the Government to ensure that eligible poor families in Punjab do not lose access to subsidised foodgrains?

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

(a) The Department of Food and Public Distribution has issued multiple communications to all State Governments, including the Government of Punjab, urging the timely completion of Aadhaar-based e-KYC and beneficiary verification under NFSA. These include repeated reminders, DO letters, and reviews through video conferences.

(b) As per the Central NFSA repository, the position of ration cards and e-KYC status in Punjab is as under:

- **Total Ration Cards under NFSA:** 40,93,003
- **Total NFSA Beneficiaries:** 1,51,67,073
- **Beneficiaries whose e-KYC has not been completed:** 20,69,338

Further, under the Rightful Targeting exercise, the following figures were reported to Punjab regarding flagged beneficiaries and subsequent deletions by the State after field verification and due process:

Flagged Cases	Deleted Cases
23,79,400	2,90,940

(c) The year-wise number of ration cards in Punjab, as per the central NFSA data repository, is as under:

Year	Total Ration Cards
2022	40,67,879
2023	37,87,561
2024	41,76,455

2025 (as on date)	40,93,003

(d) Various communications by this department were sent to States, followed by several review meetings via video conference, advising the State to take immediate corrective action on the large number of flagged cases reflected in the Rightful Targeting Dashboard and to expedite e-KYC completion.

(e) While identification of eligible households under Antyodaya Anna Yojana (AAY) and Priority Households (PHH) is the statutory responsibility of the State Governments under the NFSA, the Union Government supports States through regular monitoring and technological interventions to ensure rightful targeting.

Key initiatives include:

- Development and provision of the Rightful Targeting Dashboard, which analytically highlights flagged beneficiaries to enable States to verify these cases on the ground and sanitise their databases.
- Regular advisories, correspondences, and review meetings with the Government of Punjab to ensure timely e-KYC completion and verification.
- Removal/retention of flagged cases under the Rightful Targeting Dashboard post field verification by the State Government, so that genuine beneficiaries are not deleted.

**SCIENTIFIC RESEARCH AND INNOVATION IN
PUNJAB UNIVERSITIES AND INSTITUTES**

681. SHRI MALVINDER SINGH KANG:

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

- (a) the details of steps being taken by the Government to promote scientific research and innovation in Punjab's universities and institutes;
- (b) whether the Government has initiated any major technology parks or incubators specifically in Punjab; and
- (c) if so, the details thereof and their outcomes?

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 been actively supporting scientific research and innovation through various schemes/initiatives across the country, including different institutes and universities in the state of Punjab.

Department of Science and Technology, under the National Quantum Mission, has supported creation of facilities at Indian Institute of Technology, Ropar in the area of Quantum Computing and Quantum Sensing & Metrology, and at Indian Institute of Science Education and Research (IISER) Mohali in the area of Quantum Communication.

Under Fund for Improvement of S&T Infrastructure in Universities and

Higher Educational Institutions (FIST) program, 25 academic institutions have been supported in the state of Punjab. Under Promotion of University Research and Scientific Excellence (PURSE) scheme, two universities have been supported to strengthen the research and development (R&D) infrastructure, enabling them to conduct mission-oriented research in various areas aligned with national priorities.

To promote indigenous innovation in clean energy and water, DST has supported several R&D projects in universities and institutes of Punjab, such as Punjab Agricultural University, Ludhiana; IISER, Mohali; Plaksha University, Mohali; Thapar Institute of Engineering & Technology, Jalandhar and IIT Ropar. DST's Institute of Nano Science and Technology (INST), Mohali has been pursuing cutting edge research in several interdisciplinary subjects in the realm of nano science and technology.

Under the Science and Heritage Research Initiative (SHRI), DST has supported projects in Punjab Agricultural University, Ludhiana; Dr B.R. Ambedkar National Institute of Technology, Jalandhar; Punjab Remote Sensing Centre (PRSC), Ludhiana and IISER, Mohali for developing viable technologies to address cultural heritage related issues.

Anusandhan National Research Foundation (ANRF) has been promoting research and development and fostering a culture of research and innovation in various Universities, Colleges, Research Institutions, and R&D laboratories of Punjab. ANRF (erstwhile Science and Engineering Research Board - SERB) has sanctioned following number of projects during last three years under

different programs to support research in the state of Punjab.

Financial Year	Total number of projects sanctioned
2022-23	116
2023-24	103
2024-25	38
2025-26 (Till date)	29

The constituents laboratories of Council of Scientific and Industrial Research (CSIR) namely, CSIR-Central Scientific Instruments Organisation (CSIR-CSIO), Chandigarh and CSIR-Institute of Microbial Technology (CSIR-IMT), Chandigarh have undertaken several steps to promote the scientific research and innovation in Punjab's universities and institutes.

(b)and (c) Department of Science and Technology, under the National Initiative for Developing and Harnessing Innovations (NIDHI), has established Inclusive-Technology Business Incubator (I-TBI) at Guru Angad Dev Veterinary and Animal Sciences University, Ludhiana and Central University of Punjab, Bathinda to nurture innovative ideas of innovators and entrepreneurs in the nearby regions. Under the NIDHI TBI program, DST has established Technology Business Incubator at IISER, Mohali; Dr B R Ambedkar National Institute of Technology Jalandhar (NIT), Jalandhar; Lovely Professional University, Phagwara; and Punjab Agriculture University, Ludhiana; for providing support and nurturing knowledge driven innovative start-ups into successful enterprises. These centres have supported more than 65 startups working in various fields of Science and Technology like Biotechnology, Life Sciences, Agriculture, Dairy

etc.

DST, under the National Mission on Interdisciplinary Cyber Physical Systems (NM-ICPS) has established Technology Innovation Hub at IIT Ropar, specializing in agriculture and water technologies. The Hub actively fosters collaborations between academia and industry, particularly in areas such as agriculture, water management, and related domains across the country.

DST has supported the establishment of a nanotechnology-focused incubator in Punjab. This initiative has led to the creation of the Nanobio Incubation Center at the Institute of Nano Science and Technology, Mohali. The centre nurtures innovations in healthcare, agriculture, environmental sustainability and related sectors.

The Department of Biotechnology has established the a BioNEST incubation centres at National Agri Food Biotechnology Institute (NABI), Mohali; E-YUVA Centre at Central University of Punjab, Bathinda and a BioNEST incubation centre and an E-YUVA Centre at Panjab University, Chandigarh to foster innovation and entrepreneurship in the domain of biotechnology. These Incubation centres have supported a total of 64 fellows and incubatees, fostering translational research and entrepreneurship among students and researchers in the state of Punjab.

अपशिष्ट से ऊर्जा संबंधी प्रायोगिक परियोजनाएँ

682. श्री हरीश चंद्र मीना:

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

(क) क्या जुलाई 2025 में जारी संशोधित दिशानिर्देशों के अंतर्गत राजस्थान के टोंक और सवाई माधोपुर जिलों में अपशिष्ट से ऊर्जा बनाने की कोई प्रायोगिक परियोजना प्रस्तावित की गई है;

(ख) यदि हाँ, तो कृषि अपशिष्ट, विशेषकर धान की पराली के अवशेषों को बायोमास ऊर्जा उत्पादन के लिए उपयोग करने हेतु क्या उपाय किए गए हैं;

(ग) क्या अद्यतन दिशानिर्देशों के अंतर्गत इन जिलों में कोई संपीड़ित बायोगैस (सीबीजी) संयंत्र या बायोगैस इकाइयाँ स्थापित की गई हैं; और

(घ) बायोमास ऊर्जा परियोजनाओं में, विशेष रूप से किसानों की आय बढ़ाने के लिए, स्थानीय समुदायों और एमएसएमई की भागीदारी सुनिश्चित करने हेतु सरकार द्वारा क्या कदम उठाए गए हैं?

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

(क) जुलाई, 2025 में जारी संशोधित दिशा-निर्देशों के अंतर्गत राजस्थान के टोंक और सवाई माधोपुर जिलों के लिए अब तक अपशिष्ट-से-ऊर्जा प्रायोगिक परियोजनाओं के लिए कोई प्रस्ताव नहीं किया गया है।

(ख) फसल अवशेष के सतत प्रबंधन के लिए लाभार्थियों को दिए जाने वाले विभिन्न प्रोत्साहन निम्नानुसार हैं:

- i. नवीन और नवीकरणीय ऊर्जा मंत्रालय केन्द्रीय वित्तीय सहायता (सीएफए) प्रदान करके राष्ट्रीय जैव ऊर्जा कार्यक्रम (एनबीपी) के विभिन्न घटकों के अंतर्गत जैव ऊर्जा संयंत्रों की स्थापना में सहायता करता है। इसमें बायोमास-आधारित (गैर बगास) सह-उत्पादन संयंत्र, ब्रिकेट/पेलेट्स विनिर्माण संयंत्र और कम्प्रेस्ड बायोगैस (सीबीजी/बायोसीएनजी) संयंत्र शामिल हैं। उपर्युक्त प्रयोजन के लिए एनबीपी के अंतर्गत केन्द्रीय वित्तीय सहायता (सीएफए) प्रदान की जा रही है।
- ii. कृषि और किसान कल्याण मंत्रालय फसल अवशेष प्रबंधन (सीआरएम) योजना के तहत फसल अवशेषों के प्रबंधन के लिए प्रोत्साहन प्रदान करता है। इस योजना के तहत, फसल अवशेष प्रबंधन मशीनरी की खरीद के लिए किसानों को 50% की दर से वित्तीय सहायता प्रदान की

जाती है और ग्रामीण उद्यमियों (ग्रामीण युवा और एक उद्यमी के रूप में किसान), किसानों की सहकारी समितियों (कृषि/बागवानी/मखाना आदि), डे-एनआरएलएम क्लस्टर स्तर के संघों और स्वयं सहायता समूहों (एसएचजी), किसान उत्पादक संगठनों (एफपीओ) और पंचायतों को फसल अवशेष प्रबंधन मशीनों के कस्टम हायरिंग केंद्रों की स्थापना के लिए 80% की दर वित्तीय सहायता प्रदान की जाती है। मशीनरी और उपकरणों की पूंजीगत लागत पर धान आपूर्ति श्रृंखला परियोजनाओं को अधिकतम 1.50 करोड़ रुपये तक की 65 प्रतिशत की वित्तीय सहायता भी प्रदान की जाती है।

- iii. केन्द्रीय प्रदूषण नियंत्रण बोर्ड (सीपीसीबी) धान की पराली के उपयोग को बढ़ावा देने के लिए पेलेटाइजेशन और टॉरिफेक्शन संयंत्रों की स्थापना के लिए पर्यावरण संरक्षण प्रभार निधियों के अंतर्गत एक बार की वित्तीय सहायता प्रदान करता है।
- iv. पेट्रोलियम और प्राकृतिक गैस मंत्रालय, अपनी बायोमास एकत्रीकरण मशीनरी (बीएएम) योजना के अंतर्गत, कम्प्रेस्ड बायो गैस (CBG) प्रोड्यूसर्स को बायोमास संग्रहण और एकत्रीकरण के लिए बेलर, रेकर और ट्रॉली जैसी मशीनरी खरीदने के लिए सहायता प्रदान करता है, ताकि कृषि अवशेषों का कुशल उपयोग हो सके और उन्हें खुले में जलाने से रोका जा सके।

(ग) राजस्थान के टोंक और सवाई माधोपुर जिलों में 90 टीपीडी की संचयी स्थापित क्षमता के साथ कुल 4 कम्प्रेस्ड बायो-गैस (सीबीजी) संयंत्र पंजीकृत किए गए हैं।

(घ) कृषि अवशेष के उपयोग के लिए सरकार द्वारा किए गए उपायों के अलावा, राजस्थान सरकार किसानों की आय बढ़ाने के लिए राजस्थान एकीकृत स्वच्छ ऊर्जा नीति, 2024 के माध्यम से बायोमास आधारित परियोजनाओं की स्थापना को बढ़ावा देती है।

MODEL SOLAR VILLAGES IN MAHARASHTRA

683. DR. BACHHAV SHOBHA DINESH:

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

- (a) the details of projects approved under Pradhan Mantri-Surya Ghar Muft Bijli Yojana (PM SGMBY) for the State of Maharashtra, particularly in Dhule and Nashik districts;
- (b) the details of all model solar villages under component-B of PM-SGMBY particularly in Maharashtra, district-wise;
- (c) whether the Government has received any proposals/ request from the Government of Maharashtra for the same; and
- (d) if so, the details thereof and the action taken by the Union Government thereon?

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 Surya Ghar Muft Bijli Yojana (PMSG: MBY) is a demand driven scheme for installation of rooftop solar (RTS) systems, wherein all residential consumers in the country having grid connected electricity connection of the local DISCOM can avail the benefits of the scheme by applying on the National Portal of the scheme.

In the state of Maharashtra, a total of 5,17,763 applications received on the National portal of the scheme as on 30.11.2025, and a total of 3,54,687 RTS systems have been installed, benefitting 5,66,932 households. The details in respect of the Dhule and Nashik districts are as follows:

District	Nos. of Applications	RTS Installations	Households Benefitted
Dhule	14,445	10,821	10,984

Nashik	32,492	22,503	41,994

(b) to (d) One of the components of PMSG: MBY is development of Model Solar Village in each district of the country. An amount of Rs 800 crore has been allocated for this component with a provision of Central Financial Assistance (CFA) of Rs 1 crore per model village. The selection of the village to be developed as model solar village is to be based on challenge mode. REC Ltd., the National Programme Implementing Agency for PMSG: MBY has reported that as on 28.11.2025, the challenge mode has been concluded in 390 districts, of which 174 districts have declared the villages to be developed as model solar villages.

The state of Maharashtra is yet to submit DPR for development of model solar village in any of the district.

कोयला खनन का प्रभाव

684. श्रीमती लवली आनंद:

क्या कोयला मंत्री यह बताने की कृपा करेंगे कि:

(क) देश की ऊर्जा सुरक्षा सुनिश्चित करने के लिए वर्तमान कोयला उत्पादन लक्ष्यों का ब्यौरा क्या है;
(ख) कोयला खनन के पर्यावरणीय प्रभाव को कम करने के लिए सरकार द्वारा क्या कदम उठाए जा रहे हैं;

(ग) कोयला गैसीकरण और द्रवीकरण जैसी स्वच्छ कोयला प्रौद्योगिकियों को बढ़ावा देने में क्या प्रगति हुई है;

(घ) वाणिज्यिक कोयला ब्लॉकों की नीलामी की नीति को कितनी सफलता मिली है; और

(ड.) बंद पड़ी खानों के पुनरुद्धार और भूमि सुधार के लिए सरकार की क्या योजनाएं हैं?

कोयला मंत्री; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) वर्ष 2025-26 के लिए अखिल भारतीय कच्चे कोयले के उत्पादन का लक्ष्य 1157 मिलियन टन (मि.ट.) है, जिसमें से कोल इंडिया लिमिटेड (सीआईएल) का कोयला उत्पादन लक्ष्य 875 मि.ट. है, सिंगरेनी कोलियरीज कंपनी लिमिटेड (एससीसीएल) के लिए 72 मि.ट. है, और कैप्टिव/वाणिज्यिक/अन्य के लिए 210 मि.ट. है। कोयला मंत्रालय ने वित्त वर्ष 2029-30 तक लगभग 1.5 बिलियन टन (बीटी) का महत्वाकांक्षी घरेलू कोयला उत्पादन लक्ष्य निर्धारित किया है।

(ख) कोयला उत्पादक सार्वजनिक क्षेत्र के उपक्रम (कोयला-सार्वजनिक क्षेत्र के उपक्रम) कोयला खनन के लिए सख्त पर्यावरणीय मानकों का पालन करते हैं। किसी भी नई परियोजना को शुरू करने या कोयला खान परियोजना के विस्तार के लिए पर्यावरण मंजूरी (ईसी) प्राप्त की जाती है जिसके लिए पर्यावरणीय प्रभाव मूल्यांकन (ईआईए) और पर्यावरण प्रबंधन योजना (ईएमपी) तैयार की जाती है और इन्हें सभी खानों में कार्यान्वित किया जाता है। भूमि सुधार अनुमोदित खनन योजना और ईएमपी योजना के अनुसार किया जाता है। कोयला-सार्वजनिक उपक्रमों ने कोयला खनन के पर्यावरणीय प्रभाव को कम करने के लिए उपायों का एक व्यापक सेट अपनाया है जैसे कि (क) पर्यावरण (संरक्षण) अधिनियम, वायु अधिनियम, जल अधिनियम और खदान बंद करने के दिशानिर्देशों का सख्त अनुपालन; (ख) सतत और हरित खनन प्रौद्योगिकियों को बढ़ावा देना; (ग) वायु गुणवत्ता का कड़ा अनुपालन और निगरानी; (घ) खान जल का पुन उपयोग और संरक्षण उपाय; (ङ) भूमि सुधार और खान बंद करने संबंधी दिशा-निर्देश; (च) बड़े पैमाने पर वृक्षारोपण और हरित पट्टी विकास; (छ) परिवेश पोर्टल के माध्यम से निगरानी और अनुपालन; (ज) सीपीसीबी, एसपीसीबी और पर्यावरण एवं वन एवं जलवायु परिवर्तन मंत्रालय (एमओईएफएंडसीसी) के साथ सहयोग; (घ) पर्यावरण अनुकूल प्रौद्योगिकियों को अपनाना; और (ञ) प्रदूषण नियंत्रण उपायों को अपनाना।

(ग) अत्याधुनिक लाभकारी प्रौद्योगिकियों के कार्यान्वयन के माध्यम से पर्यावरणीय प्रभाव को कम करते हुए कोयले की गुणवत्ता में वृद्धि करने के लिए सभी नए चालू और नियोजित वाशरियों को हैवी

मीडिया साइक्लोन, टीटर बेड सेपरेटर, स्पाइरल कंसंट्रेटर और फ्रॉथ फ्लोटेशन प्रौद्योगिकी सहित उन्नत प्रौद्योगिकीय समाधानों से लैस किया गया है। सभी नई वाशरियों को शून्य अपशिष्ट निर्वहन प्राप्त करने के लिए डिज़ाइन किया गया है। इसके अतिरिक्त, प्रचालन दक्षता बढ़ाने और कोयला धुलाई कार्यों के पर्यावरणीय प्रभाव को कम करने के लिए मौजूदा पुरानी वाशरीज का आधुनिकीकरण और नवीकरण किया गया है।

जहां तक कोयला गैसीकरण का संबंध है, सरकार ने कोयला और लिग्नाइट गैसीकरण परियोजनाओं की सहायता करने के लिए 24 जनवरी 2024 को 8,500 करोड़ रुपये के परिव्यय के साथ एक व्यापक वित्तीय सहायता स्कीम को मंजूरी दी। इस पहल के तहत, सात परियोजनाओं का चयन किया गया है और वे कार्यान्वयन के विभिन्न चरणों में हैं और यह अपेक्षा की जाती है कि वे चालू होने के बाद प्रति वर्ष लगभग 11.755 मि.ट. कोयले का उपयोग करेंगे।

(घ) नीलामी नीति के केवल 5 वर्षों में, कोयला मंत्रालय ने 276.04 मि.ट.पीए की पीक रेटेड क्षमता के साथ नीलामी के 12 दौर में 133 कोयला खानों की नीलामी की है। एक बार चालू हो जाने के बाद, इन 133 कोयला खानों से 41,407 करोड़ रुपये के पूंजी निवेश के साथ 38,710 करोड़ रुपये का वार्षिक राजस्व सृजित होने और 3,73,199 लोगों को रोजगार मिलने की अपेक्षा है।

(ङ) कोल इंडिया लिमिटेड परित्यक्त और बंद की गई कोयला खानों के लिए राजस्व हिस्सेदारी मॉडल के माध्यम से कतिपय विरासत और गैर-प्रचालनरत भूमिगत खानों के पुनरुद्धार का कार्यान्वयन कर रही है। राजस्व हिस्सेदारी मोड में, सीआईएल/इसकी सहायक कंपनी कोयले के उत्खनन/निष्कर्षण और सीआईएल/इसकी सहायक कंपनी को सुपुर्दगी के लिए खान विकासकर्ता और प्रचालक (एमडीओ) के माध्यम से किसी भी उपयुक्त बंद की गई खान को फिर से खोलने, बचाने, पुनर्वास, विकसित करने और संचालित करने की पेशकश करती है और खनन किए गए कोयले से राजस्व का प्रतिशत हिस्सा बोली में उद्धृत उच्चतम दर के आधार पर सीआईएल/इसकी सहायक कंपनी के साथ साझा किया जाता है।

राजस्व साझाकरण मॉडल के तहत, अब तक कुल 32 बंद/परित्यक्त खानों को चिन्हित किया

गया है। 39.28 एमटीवाई क्षमता वाली 28 खानों के लिए स्वीकृति पत्र (एलओए) जारी किए गए हैं। 4 खानें पुनः निविदा के चरण में हैं। वित्त वर्ष 2025-26 के दौरान 2 खानों अर्थात् बीसीसीएल की पीबी परियोजना और ईसीएल की गोपीनाथपुर परियोजना में कोयले का उत्पादन शुरू हो गया है।

RENEWABLE ENERGY CAPACITY

685. SHRI SELVARAJ V.:

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

- (a) whether it is a fact that at least forty gigawatt (GW) of Renewable Energy (RE) capacity being stranded due to delays in the signing of purchase agreements by the bidding agencies with state distribution utilities; and
- (b) if so, the details thereof and the measures being taken to optimize transmission capacity and increase the RE capacity utilization?

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) In respect of tenders issued since April 2023 by Renewable Energy Implementing Agencies (REIAs) namely Solar Energy Corporation of India Limited (SECI), NTPC Limited (NTPC), NHPC Limited (NHPC) and SJVN Limited (SJVN), as Intermediary Procurer, as on 31.10.2025, there is 42,626 MW of renewable power capacity for which Letters of Award (LoAs) have been issued by REIAs but Power Sale Agreements (PSAs) with End-Procurers have not been signed.

Central Electricity Authority (CEA) prepares the transmission plan in advance based on the Renewable Energy (RE) potential declared by the Ministry

of New & Renewable Energy (MNRE) to provide a clear visibility of transmission system to the RE developers. The transmission system is implemented in phases commensurate with generation capacity addition to optimize the transmission system.

Around 47.2 GW of Battery Energy Storage System (BESS) has been considered for planning of transmission system upto 2032. Deployment of BESS enables peak shifting, reduces network congestion and improves utilisation of transmission assets, thereby optimising overall transmission system.

As per Central Electricity Regulatory Commission (Connectivity and General Network Access to the inter-State Transmission System) (Third Amendment) Regulations, 2025, connectivity is to be granted for solar and non-solar hours. This will further help in efficient utilization of the transmission system. This will also enable integration of additional RE with co-located BESS to the grid without the requirement of additional transmission infrastructure.

CHALLENGES OF RENEWABLE ENERGY PROJECTS

686. DR. PRABHA MALLIKARJUN:

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

- (a) the steps being taken by the Government to address land acquisition challenges and environmental concerns in the development of large-scale solar, wind and hybrid renewable energy projects;
- (b) whether the Government proposes to promote use of wasteland and non-

agricultural land for renewable energy parks and if so, the details thereof;

(c) the steps being taken by the Government to ensure that environmental clearances are granted without compromising ecological balance; and

(d) whether local communities are being consulted and compensated adequately for land used in renewable energy projects and if so, the details thereof?

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

(a) to (c) Land is a State subject and therefore, the identification of land for the setting up of solar/RE projects is generally done through the respective State/UT Government. In order to streamline land identification and other related processes, this Ministry has been writing to all States/UTs on multiple occasions for the identification of suitable land for solar/RE projects and also for easing land rules like exempting Non-Agriculture Land conversion etc.

As per the Ministry of Environment, Forest and Climate Change categorization of industries based on their pollution load, solar power generation through photovoltaic cell and wind power come under the White category which pertains to those industrial sectors which are practically non-polluting. Hence, solar photovoltaic power projects and wind power projects do not require environmental clearance.

The scheme for “Development of Solar Parks and Ultra-Mega Solar Power Projects” encourages the State/UT Governments to prioritize the use of government waste/non-agricultural land for setting up solar parks in the country.

(d) Land is a State subject and most of solar and wind power projects are being developed by the private sector. Hence, the developer acquires land as per the respective State's land acquisition and leasing policy.

Further as per the information received from the Central Electricity Authority (CEA), local communities are consulted and adequately compensated for land used in large hydropower projects. RFCTLARR (The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement), Act 2013 aims to ensure fair, transparent, and humane land acquisition with minimal disruption, providing compensation and proper rehabilitation so that affected people become partners in development and their living conditions improve after acquisition. Accordingly Public hearings and Social Impact Assessments are conducted to inform and involve affected families. In case of acquisition of land for irrigation or hydel project, being a public purpose, the rehabilitation and resettlement shall be completed six months prior to submergence of the lands acquired. Also the affected families may be allowed fishing rights in the reservoirs, in such manner as may be prescribed by the appropriate Government.

UNFILLED POSTS RESERVED FOR SC/ST/OBC

687. SHRI RAJA RAM SINGH:

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

(a) the details of total number of unfilled posts reserved for Scheduled Castes (SC), Scheduled Tribes (ST), and Other Backward Classes (OBC) across all

Central Government Ministries and Departments, as on date group-wise (A, B, C, and D) and Ministry/Department-wise;

(b) the reasons for continued backlog in filling up these posts despite constitutional provisions and repeated directions for time-bound recruitment;

(c) whether the Government has issued any directives or sought accountability from defaulting Departments and if so, the details thereof; and

(d) whether the Government intends to launch a targeted recruitment drive to clear the backlog and ensure due representation of SC/ST/OBC candidates in public services, if so, the details thereof and if not, the reasons therefor?

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

(a) to (d) Occurrence and filling up of vacancies is a continuous process. Instructions have been issued to all Ministries/Departments of the Central Government to constitute an In-House Committee for identification of backlog reserved vacancies, to study the root cause of such vacancies, to initiate measures to remove the factors causing such vacancies and fill them up through Special Recruitment Drives.

Instructions have also been issued to the Ministries/Departments of the Central Government to designate an officer of the rank of Deputy Secretary and above, as Liaison Officer, to ensure due compliance of the orders and

instructions pertaining to reservation and to set up a Special Reservation Cell under the direct control of Liaison Officer to assist her/him in discharge of his/her duties.

With a view to ensure effective implementation of instruction in all the concerned Ministries/Departments, the aforesaid instructions have been reiterated from time to time and capacity building programmes have been organized. As a result, over 4.80 lakh backlog vacancies have been filled up since 2016.

SPECIAL TRAINS TO FACILITATE VOTERS

688. SHRI ANAND BHADAURIA:

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

- (a) the details of the number of special trains run to Bihar from various parts of the country during the month of November, 2025, zone-wise; and
- (b) whether Government is aware that some special trains were run to facilitate voters to reach Bihar from Karnal district of Haryana and if so, the details and the reasons therefor?

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

- (a) and (b) As the railway network straddles across State boundaries, train services including special trains are introduced, as per network requirement, across such boundaries.

Indian Railways (IR) operates Special train services to supplement the

accommodation available by regular trains and to facilitate travel of passengers during festivals, holidays, religious congregations etc. Accordingly, to facilitate the travelling passengers during the festivals like Durga Puja, Dipawali, Chhath etc, IR, have operated more than 12,300 Special trains during the period of 1st October, 2025 to 30th November, 2025 from different parts of the country including stations located in the State of Haryana.

RAILWAY PROJECTS IN HARYANA

689. SHRI DEEPENDER SINGH HOODA:

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

- (a) the details of the number of railway projects presently under execution in Haryana along with the year of commencement and the expected time period for completion of each;
- (b) the year-wise details of funds allocated and utilised for every such project since its inception;
- (c) the details of projects that have faced delay/cost overruns including the original sanctioned cost, the revised estimated cost, percentage of escalation and specific reasons for such cost variations;
- (d) the steps taken by the Government for the modernisation and redevelopment of railway stations in Haryana along with the proposed timeline for their completion; and
- (e) whether any monitoring mechanism has been established to ensure timely completion and effective coordination between Railways, Haryana Rail

Infrastructure Development Corporation Limited (HRIDC) and the State Government for expeditious implementation of these projects 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) Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise/Constituency-wise as the Railways' projects may span across State boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

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

Period	Outlay
2009-14	₹315 crore/year
2025-26	₹ 3,416 Cr. (nearly 11 times)

As on 01.04.2025, 8 projects(01 New Lines and 07 Doubling), covering a total length of 491 km, costing ₹6775 crore, falling fully/partly in Haryana are sanctioned and an expenditure of ₹1571 crore has been incurred upto March

2025.

The status of work is summarized as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2025 (₹ in Cr)
New Lines	1	28	0	925
Doubling / Multitracking	7	463	0	646
Total	8	491	0	1571

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

S. No.	Project	Cost (Rs. in Cr.)
1	Jind-Sonepat New Line (89 Km)	800
2	Rewari-Rohtak including MM bye-pass line. (85 Km)	1001
3	Rohtak-Mehem-Hansi New Line (64 Km)	889
4	Suratpura-Hanumangarh-Sriganganagar (241 Km)	896
5	Jaipur-Ringus-Sikar-Churu & Sikar-Loharu (320 Km)	1105
6	Jakhal- Mansa Doubling (45 Km)	163
7	Khukhrana- Panipat Doubling (8 Km)	58
8	Ambala-Dhapper-Chandigarh Doubling (45 Km)	339
9	Rewari-Manheru Doubling (69 Km)	465
10	Tughlakhabad-Palwal 4th line (34 Km)	366
11	Mathura – Palwal 4th Line (80 Km)	669
12	Connectivity between Palwal and New Prithala (10 Km)	66

Some of the projects falling fully/partly in the State of Haryana which have been

taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Chandigarh-Baddi (28 Km)	1540
2	Connectivity between Palwal and New Prithala (4 Km)	66
3	Doubling between Churu-Sadulpur BG Line and Doubling between Luni-Samdari-Bhildi section (330 Km)	3554
4	Rewari-Khatuwas Doubling (28 Km)	352
5	Bhiwani-Dobh-Bahali Doubling (42 Km)	471
6	Doubling between Manheru-Bawani Khera (32 Km)	413
7	Doubling between Khatuwas – Narnaul (24 Km)	313

In last three years 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 20 surveys (06 New Line and 14 Doubling) covering a total length of 778 Km has been sanctioned falling fully/partly in the State of Haryana.

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.

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

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

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

meetings, landscaping, etc. keeping in view the necessity at each station.

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

So far, 1337 stations, including 34 stations located in the state of Haryana have been identified for development under Amrit Bharat Station Scheme. The name of stations identified for development under Amrit Bharat Station Scheme in the state of Haryana are as following:

State	No. of Stations	Name of Stations
Haryana	34	Ambala Cantt., Ambala City, Bahadurgarh, Ballabhgarh, Bhattu, Bhiwani Jn, Charkhi Dadri, Faridabad, Faridabad New Town, Gohana, Gurugram, Hansi, Hisar, Hodal, Jind Jn, Kalanwali, Kalka, Karnal, Kosli, Kurukshetra Jn, Loharu, Mahendragarh, Mandi Adampur, Mandi Dabwali, Narnaul, Narwana Jn, Palwal, Panipat Jn, Pataudi Road, Rewari, Rohtak, Sirsa, Sonipat, Yamunanagar Jagadhari

Development works at railway stations under Amrit Bharat Station Scheme in the state of Haryana have been taken up at a good pace. Till now, phase-I works of 01 stations (Mandi Dabwali) in the state of Haryana have been completed under this scheme. The works at other stations have also been taken up at good pace and progress of some of the above stations is as given below:

- **Narwana station:** The works of new station building, waiting rooms, toilets, platform shelters, improvement of platform surface, circulating area, parking area, lifts and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.
- **Jind station:** The works of station building, waiting rooms, toilets, platform shelter, improvement of platform surface, circulating area, parking area, lifts, escalators and 12 m Foot Over Bridge have been completed. The finishing works have been taken up.
- **Rewari station:** The works of improvement of station building, platform surface, waiting hall, toilet, circulating area, lifts, escalators, Foot Over Bridge have been completed. The finishing works have been taken up.
- **Hodal station:** The works of new main entry station building, second entry station building, waiting hall, toilet, platform shelter, circulating area, parking area and improvement of platform surface have been completed. The finishing works have been taken up.

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 higher category of station over lower category of station while sanctioning and executing the works.

Further, development / upgradation / modernization of stations including

Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of expenditure incurred for development and maintenance of stations are maintained Zonal Railway-wise under Plan Head-53 'Customer Amenities' and not work-wise or Station-wise. The state of Haryana is covered under the jurisdiction of three railway zones, namely, Northern Railway, North Central Railway and North Western Railway. For these zones, an allocation of ₹ 3,729 crore has been made for the financial year 2025-26, out of which an expenditure (up to October, 2025) of ₹ 1,860 crore has been incurred so far.

Proposals / requests / suggestions / representations, both formal and informal for Railway projects / Works across the country are received on the basis of demands raised by State Governments, Members of Parliament, Ministries of Central Government, elected representatives, Railways' own requirements, organizations / rail users etc., at various levels including Railway Board, Zonal Railways, Division Office etc. Receipt of such proposals / requests / suggestions / representations is a continuous and dynamic process and these are examined and action as found feasible and justified is taken from time to time and centralized compendium for the same is not maintained.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, air-port 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. Therefore, no time frame can be indicated at this stage.

Haryana Rail Infrastructure Development Corporation Ltd. (HRIDC), a State Joint Venture Company of Haryana (51%) and Ministry of Railways (49%) is executing Haryana Orbital Rail Corridor project (125.98 km) at a cost of Rs. 5618 Cr. So far, Patli-Manesar-MSIL (10 Km) section has been commissioned for freight trains operations and work in balance section is in progress. For expeditious implementation of the project the following mechanism are being adopted:

- All drawings and designs of the projects are prepared in consultation with the Zonal Railways and approved by the nominated officers of the Indian Railways.
- The opening of the section for freight trains is only after technical inspection by the nominated committee of the Indian Railways and authorization by the General Manager of Northern Railways.
- Regular review meetings are held up at Zonal Railway as well as Railway Board level.
- Review meetings are held regularly by the state authorities at the level of Chief Secretary or ACS/PW for monitoring the progress.
- Monthly Progress reports of the projects are submitted by the HRIDC to the

Railways and the State government.

- Progress of the Projects are reviewed in all the Board meetings of HRIDC, chaired by the Chief Secretary.

**GLOBAL MOBILE PERSONAL COMMUNICATION BY SATELLITE
(GMPCS)**

690. SHRI BIBHU PRASAD TARAI:

SHRI PRAVEEN PATEL:

SHRI YADUVEER WADIYAR:

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

- (a) whether the Company Starlink has filed an application for a GMPCS (Global Mobile Personal Communication by Satellite) license to operate in India and if so, the status thereof;
- (b) whether the Government has granted Starlink a license to provide satellite-based internet services in the country to enhance rural connectivity and if so, the details thereof; and
- (c) whether such public-private satellite partnerships proposed to be scaled to promote equitable access to digital services and bridge the digital divide and if so, the details thereof?

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

- (a) to (c) Department of Telecommunications (DoT) granted Unified License (UL) with authorizations for Global Mobile Personal Communication by Satellite

(GMPCS) service, Commercial VSAT CUG service, and Internet Service Provider (ISP) 'A' service to M/s Starlink Satellite Communications Private Limited on 06.06.2025, after it agreed to comply with the stipulated terms and conditions of the UL, including security conditions.

Satellite-based communication services can provide connectivity in rural, underserved and unserved areas including remote and mountainous regions, which are otherwise difficult to be covered through terrestrial media such as optical fiber, microwave, etc. Further, as per the License conditions, the licensee will provide satellite-based communication services without any discrimination from any applicant at any place in the service area for the service(s) authorized. This will support in bridging the digital divide, addressing the last mile connectivity issues and promoting equitable access to digital services.

माननीय अध्यक्ष: माननीय सदस्यगण, मुझे निम्नलिखित माननीय सदस्यों की स्थगन प्रस्ताव की सूचनाएँ प्राप्त हुई हैं, उनमें श्री उमेशभाई बाबूभाई पटेल, कुमारी सुधा आर., श्रीमती प्रतिमा मण्डल, श्री कीर्ति आज़ाद, सुश्री एस. जोतिमणि, श्री राजेश रंजन, श्री गुरजीत सिंह औजला, श्री लालजी वर्मा, श्री देवेश शाक्य, श्री जिया उर रहमान, श्री धर्मेन्द्र यादव, श्री आनंद भदौरिया, श्री दीपेन्द्र सिंह हुड्डा, श्री नरेश चंद्र उत्तम पटेल, श्री टी. आर. बालू, श्री बी.मणिकम टैगोर, श्री विजयकुमार उर्फ विजय वसंत, श्री के. राधाकृष्णन, प्रो. सौगत राय हैं। मैंने आज किसी भी स्थगन प्रस्ताव की सूचना के लिए अनुमति प्रदान नहीं की है।

12.03 hrs

PAPERS LAID ON THE TABLE

माननीय सभापति: अब पत्र सभा पटल पर रखे जाएंगे।

आइटम नम्बर 3, राव इन्द्रजीत सिंह।

... (व्यवधान)

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): Sir, I rise to lay on the Table:

- (1) A copy of the Report (Hindi and English versions) of the National Statistical Commission, New Delhi, for the year 2024-2025.
- (2) Action Taken Report (Hindi and English versions) on the recommendations contained in the Annual Report of the National Statistical Commission, New Delhi, for the year 2024-2025.

[Placed in Library, See No. LT 5135/18/25]

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) : अध्यक्ष महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ:-

- (1) (एक) महाराष्ट्र एसोसिएशन फॉर द कल्टिवेशन ऑफ साइंस – आगरकर रिसर्च इंस्टीट्यूट, पुणे के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

- (दो) महाराष्ट्र एसोसिएशन फॉर द कल्टिवेशन ऑफ साइंस – आगरकर रिसर्च इंस्टीट्यूट, पुणे के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5136/18/25]

- (2) (एक) आर्यभट्ट प्रेक्षण विज्ञान शोध संस्थान, नैनीताल के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

- (दो) आर्यभट्ट प्रेक्षण विज्ञान शोध संस्थान, नैनीताल के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5137/18/25]

- (3) (एक) बीरबल साहनी पुराविज्ञान संस्थान, लखनऊ के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

- (दो) बीरबल साहनी पुराविज्ञान संस्थान, लखनऊ के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5138/18/25]

- (4) (एक) बोस इंस्टीट्यूट, कोलकाता के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

- (दो) बोस इंस्टीट्यूट, कोलकाता के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5139/18/25]

(5) (एक) नैनो एवं मृदु पदार्थ विज्ञान केंद्र, बेंगलुरु के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) नैनो एवं मृदु पदार्थ विज्ञान केंद्र, बेंगलुरु के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5140/18/25]

(6) (एक) इंडियन एसोसिएशन फॉर द कल्टिवेशन ऑफ साइंस, कोलकाता के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) इंडियन एसोसिएशन फॉर द कल्टिवेशन ऑफ साइंस, कोलकाता के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5141/18/25]

(7) (एक) भारतीय खगोल भौतिकी संस्थान, बेंगलुरु के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) भारतीय खगोल भौतिकी संस्थान, बेंगलुरु के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5142/18/25]

(8) (एक) भारतीय भूचुंबकत्व संस्थान, नवी मुंबई के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) भारतीय भूचुंबकत्व संस्थान, नवी मुंबई के वर्ष 2024-2025 के कार्यक्रम

की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5143/18/25]

- (9) (एक) इंटरनेशनल एडवांस्ड रिसर्च सेंटर फॉर पाउडर मेटलर्जी एंड न्यू मैटेरियल्स, हैदराबाद के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) इंटरनेशनल एडवांस्ड रिसर्च सेंटर फॉर पाउडर मेटलर्जी एंड न्यू मैटेरियल्स, हैदराबाद के वर्ष 2019-2020 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5144/18/25]

- (10) (एक) नैनो विज्ञान और प्रौद्योगिकी संस्थान, मोहाली के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) नैनो विज्ञान एवं प्रौद्योगिकी संस्थान, मोहाली के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5145/18/25]

- (11) (एक) विज्ञान एवं प्रौद्योगिकी उच्च अध्ययन संस्थान, गुवाहाटी के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) विज्ञान एवं प्रौद्योगिकी उच्च अध्ययन संस्थान, गुवाहाटी के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5146/18/25]

(12) (एक) जवाहरलाल नेहरू उन्नत वैज्ञानिक अनुसंधान केंद्र, बेंगलुरु के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) जवाहरलाल नेहरू उन्नत वैज्ञानिक अनुसंधान केंद्र, बेंगलुरु के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5147/18/25]

(13) (एक) रमन अनुसंधान संस्थान, बेंगलुरु के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) रमन अनुसंधान संस्थान, बेंगलुरु के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5148/18/25]

(14) (एक) सत्येंद्र नाथ बोस राष्ट्रीय मूल विज्ञान केंद्र, कोलकाता के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) सत्येंद्र नाथ बोस राष्ट्रीय मूल विज्ञान केंद्र, कोलकाता के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5149/18/25]

(15) (एक) श्री चित्रा तिरुनाल आयुर्विज्ञान और प्रौद्योगिकी संस्थान, त्रिवेंद्रम के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) श्री चित्रा तिरुनाल आयुर्विज्ञान और प्रौद्योगिकी संस्थान, त्रिवेंद्रम के वर्ष

2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) ।

[Placed in Library, See No. LT 5150/18/25]

(16) (एक) वाडिया हिमालय भूविज्ञान संस्थान, देहरादून के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे ।

(दो) वाडिया हिमालय भूविज्ञान संस्थान, देहरादून के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) ।

[Placed in Library, See No. LT 5151/18/25]

(17) (एक) राष्ट्रीय नवप्रवर्तन प्रतिष्ठान- भारत, गांधीनगर के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे ।

(दो) राष्ट्रीय नवप्रवर्तन प्रतिष्ठान- भारत, गांधीनगर के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) ।

[Placed in Library, See No. LT 5152/18/25]

(18) (एक) टेक्नोलॉजी इनफॉर्मेशन, फोरकास्टिंग एंड असेसमेंट काउंसिल, नई दिल्ली के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे ।

- (दो) टेक्नोलॉजी इनफॉर्मेशन, फोरकास्टिंग एंड असेसमेंट काउंसिल, नई दिल्ली के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5153/18/25]

- (19) (एक) उत्तर पूर्वी प्रौद्योगिकी अनुप्रयोग एवं प्रसार केंद्र, शिलांग के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) उत्तर पूर्वी प्रौद्योगिकी अनुप्रयोग एवं प्रसार केंद्र, शिलांग के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5154/18/23]

- (20) (एक) भारतीय राष्ट्रीय विज्ञान अकादमी, नई दिल्ली के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) भारतीय राष्ट्रीय विज्ञान अकादमी, नई दिल्ली के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5155/18/25]

- (21) (एक) राष्ट्रीय विज्ञान अकादमी, भारत, प्रयागराज के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

- (दो) राष्ट्रीय विज्ञान अकादमी, भारत, प्रयागराज के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5156/18/25]

- (22) (एक) भारतीय विज्ञान कांग्रेस संस्था, कोलकाता के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

- (दो) भारतीय विज्ञान कांग्रेस संस्था, कोलकाता के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5157/18/25]

- (23) (एक) भारतीय विज्ञान अकादमी, बेंगलुरु के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

- (दो) भारतीय विज्ञान अकादमी, बेंगलुरु के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5158/18/25]

- (24) (एक) भारतीय राष्ट्रीय अभियांत्रिकी अकादमी, नई दिल्ली के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

- (दो) भारतीय राष्ट्रीय अभियांत्रिकी अकादमी, नई दिल्ली के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5159/18/25]

(25) (एक) क्षेत्रीय जैव प्रौद्योगिकी केंद्र, फरीदाबाद के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) क्षेत्रीय जैव प्रौद्योगिकी केंद्र, फरीदाबाद के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5160/18/25]

(26) (एक) होमी भाभा राष्ट्रीय संस्थान, मुंबई के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) होमी भाभा राष्ट्रीय संस्थान, मुंबई के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5161/18/25]

(27) (एक) नेशनल रिक्रूटमेंट एजेंसी, नई दिल्ली के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) नेशनल रिक्रूटमेंट एजेंसी, नई दिल्ली के वर्ष 2023-2024 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5162/18/25]

(28) कंपनी अधिनियम, 2013 की धारा 394 की उपधारा 1(ख) के अंतर्गत निम्नलिखित पत्रों की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

(क) (एक) इंडियन वैक्सीन कॉर्पोरेशन लिमिटेड, गुरुग्राम के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा।

(दो) इंडियन वैक्सीन कॉर्पोरेशन लिमिटेड, गुरुग्राम का वर्ष 2024-2025 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक

की टिप्पणियां।

[Placed in Library, See No. LT 5163/18/25]

- (ख) (एक) भारतीय नाभिकीय विद्युत निगम लिमिटेड, चेन्नई के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा।
- (दो) भारतीय नाभिकीय विद्युत निगम लिमिटेड, चेन्नई का वर्ष 2024-2025 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियां।

[Placed in Library, See No. LT 5164/18/25]

- (ग) (एक) आईआरईएल (इंडिया) लिमिटेड, मुंबई के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा।
- (दो) आईआरईएल (इंडिया) लिमिटेड, मुंबई का वर्ष 2024-2025 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

[Placed in Library, See No. LT 5165/18/25]

- (घ) (एक) इलेक्ट्रॉनिक्स कॉर्पोरेशन ऑफ इंडिया लिमिटेड, हैदराबाद के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा।
- (दो) इलेक्ट्रॉनिक्स कॉर्पोरेशन ऑफ इंडिया लिमिटेड, हैदराबाद का वर्ष 2024-2025 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

[Placed in Library, See No. LT 5166/18/25]

- (ङ) (एक) यूरेनियम कॉर्पोरेशन ऑफ इंडिया लिमिटेड, सिंहभूम के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा।
- (दो) यूरेनियम कॉर्पोरेशन ऑफ इंडिया लिमिटेड, सिंहभूम का वर्ष 2024-2025

का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

[Placed in Library, See No. LT 5167/18/25]

(च) (एक) न्यूक्लियर पावर कॉर्पोरेशन ऑफ इंडिया लिमिटेड, मुंबई के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा।

(दो) न्यूक्लियर पावर कॉर्पोरेशन ऑफ इंडिया लिमिटेड, मुंबई का वर्ष 2024-2025 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

[Placed in Library, See No. LT 5168/18/25]

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): Sir, I rise to lay on the Table:

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Ernet India, Delhi, for the year 2024-2025, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Ernet India, Delhi, for the year 2024-2025.

[Placed in Library, See No. LT 5169/18/25]

- (2) A copy each of the following notifications (Hindi and English versions) of Section 55 of the Aadhaar (Targeted Delivery of Financial and Other Subsidies, Benefits and Services) Act, 2016:

- (i) The Unique Identification Authority of India (Appointment of Officers and Employees) Third Amendment Regulations, 2025 published in Notification No. F.No. A-12013/13/RR/2016-UIDAI(E) in Gazette of India dated 17th October, 2025.
- (ii) The Unique Identification Authority of India (Salary, Allowances and other Terms and Conditions of Service of Employees) Amendment Regulations, 2025 published in Notification No. F.No. A-12013/13/RR/2016-UIDAI(E) in Gazette of India dated 31st October, 2025.

[Placed in Library, See No. LT 5170/18/25]

- (3) A copy of the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Amendment Rules, 2025 (Hindi and English versions) published in Notification No. G.S.R.775(E) in Gazette of India dated 22nd October, 2025 under sub-section (3) of section 87 of the Information Technology Act, 2000.

[Placed in Library, See No. LT 5171/18/25]

- (4)
 - (i) A copy of the Annual Report (Hindi and English versions) of the Bhaskaracharya National Institute for Space Applications and Geo-informatics (BISAG-N), Gandhinagar, for the year 2024-2025, alongwith Audited Accounts.
 - (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Bhaskaracharya National

Institute for Space Applications and Geo-informatics (BISAG-N), Gandhinagar, for the year 2024-2025.

[Placed in Library, See No. LT 5172/18/25]

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): Sir, I rise to lay on the Table:

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Sardar Swaran Singh National Institute of Bio-Energy, Kapurthala, for the year 2024-2025, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Sardar Swaran Singh National Institute of Bio-Energy, Kapurthala, for the year 2024-2025.

[Placed in Library, See No. LT 5173/18/25]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Wind Energy, Chennai, for the year 2024-2025, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Wind Energy, Chennai, for the year 2024-2025.

[Placed in Library, See No. LT 5174/18/25]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of

the National Institute of Solar Energy, Gurugram, for the year 2024-2025, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Solar Energy, Gurugram, for the year 2024-2025.

[Placed in Library, See No. LT 5175/18/25]

- (4) A copy each of the following papers (Hindi and English versions) under sub-section 1(b) of Section 394 of the Companies Act, 2013:

- (a) (i) Review by the Government of the working of the Indian Renewable Energy Development Agency Limited (IREDA), New Delhi, for the year 2024-2025.
- (ii) Annual Report of the Indian Renewable Energy Development Agency Limited (IREDA), New Delhi, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5176/18/25]

- (b) (i) Review by the Government of the working of the Solar Energy Corporation of India Limited, New Delhi, for the year 2024-2025.
- (ii) Annual Report of the Solar Energy Corporation of India, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5177/18/25]

**THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT;
AND MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR.
CHANDRA SEKHAR PEMMASANI):** Sir, I rise to lay on the Table:

- (1) The Telecommunications (Procedures and Safeguards for Lawful Interception of Messages) Amendment Rules, 2025 published in Notification No. G.S.R.625(E) in Gazette of India dated 12th September, 2025.
- (2) The Telecommunications (Telecom Cyber Security) Amendment Rules, 2025 published in Notification No. G.S.R.771(E) in Gazette of India dated 22nd October, 2025.

[Placed in Library, See No. LT 5178/18/25]

**THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING
INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI RAVNEET SINGH):** Sir, I rise to lay on the Table:

- (1) A copy each of the following papers (Hindi and English versions) under sub-section 1(b) of Section 394 of the Companies Act, 2013:
 - (a) (i) Review by the Government of the working of the Rail Vikas Nigam Limited, New Delhi, for the year 2024-2025.
 - (ii) Annual Report of the Rail Vikas Nigam Limited, New Delhi, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5179/18/25]

- (b) (i) Review by the Government of the working of the Railtel

Corporation of India Limited, New Delhi, for the year 2024-2025.

- (ii) Annual Report of the Railtel Corporation of India Limited, New Delhi, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5180/18/25]

- (c) (i) Statement regarding Review by the Government of the working of the Braithwaite and Company Limited, Kolkata, for the year 2024-2025.

- (ii) Annual Report of the Braithwaite and Company Limited, Kolkata, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5181/18/25]

- (d) (i) Review by the Government of the working of the RITES Limited, Delhi, for the year 2024-2025.

- (ii) Annual Report of the RITES Limited, Delhi, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5182/18/25]

- (e) (i) Review by the Government of the working of the Indian Railway Catering and Tourism Corporation Limited, New

Delhi, for the year 2024-2025.

- (ii) Annual Report of the Indian Railway Catering and Tourism Corporation Limited, New Delhi, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5183/18/25]

- (f) (i) Review by the Government of the working of the Hassan Mangalore Rail Development Company Limited, Bangalore, for the year 2024-2025.

- (ii) Annual Report of the Hassan Mangalore Rail Development Company Limited, Bangalore, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5184/18/25]

- (g) (i) Review by the Government of the working of the Madhepura Electric Locomotive Private Limited, New Delhi, for the year 2024-2025.

- (ii) Annual Report of the Madhepura Electric Locomotive Private Limited, New Delhi, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5185/18/25]

- (h) (i) Review by the Government of the working of the Wabtec

Locomotive Private Limited, New Delhi, for the year 2024-2025.

- (ii) Annual Report of the Wabtec Locomotive Private Limited, New Delhi, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5186/18/26]

- (i) (i) Review by the Government of the working of the Indian Railway Finance Corporation Limited, New Delhi, for the year 2024-2025.

- (ii) Annual Report of the Indian Railway Finance Corporation Limited, New Delhi, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5187/18/25]

- (j) (i) Review by the Government of the working of the Mumbai Railway Vikas Corporation Limited, Mumbai, for the year 2024-2025.

- (ii) Annual Report of the Mumbai Railway Vikas Corporation Limited, Mumbai, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5188/18/25]

(k) (i) Review by the Government of the working of the Konkan Railway Vikas Corporation Limited, Navi Mumbai, for the year 2024-2025.

(ii) Annual Report of the Konkan Railway Vikas Corporation Limited, New Delhi, Navi Mumbai, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5189/18/25]

(l) (i) Review by the Government of the working of the IRCON International Limited, New Delhi, for the year 2024-2025.

(ii) Annual Report of the IRCON International Limited, New Delhi, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5190/18/25]

(m) (i) Review by the Government of the working of the National High Speed Rail Corporation Limited, New Delhi, for the year 2024-2025.

(ii) Annual Report of the National High Speed Rail Corporation Limited, New Delhi, for the year 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 5191/18/25]

(2) A copy each of the following Notifications (Hindi and English versions) under Section 199 of the Railways Act, 1989:

- (i) The Railways Red Tariff (Amendment) Rules, 2025 published in Notification No. G.S.R.719(E) in Gazette of India dated 26th September, 2025.
- (ii) The Railways Red Tariff (Second Amendment) Rules, 2025 published in Notification No. G.S.R.769(E) in Gazette of India dated 22nd October, 2025.
- (iii) The Indian Railway (Selection to Senior Posts) Rules, 2025 published in Notification No. F.No. 2025/CRB&CEO-CC/04/11 in Gazette of India dated 7th November, 2025 together with a Corrigendum thereto (in English version only) published in Notification No. F.No. 2025/CRB&CEO-CC/04/11 pt. dated 19th November, 2025.

[Placed in Library, See No. LT 5192/18/25]

(3) A copy of the Railway Services (Implementation of National Pension System) Rules, 2025 (Hindi and English versions) published in Notification No. G.S.R.735(E) in Gazette of India dated 6th October, 2025 under article 309 of the Constitution.

[Placed in Library, See No. LT 5193/18/25]

(4) A copy of the Railway Protection Force Amendment Rules, 2025 (Hindi and English versions) published in Notification No. G.S.R.766(E) in Gazette of India dated 21st October, 2025 sub-section (3) of Section

21 of the Railway Protection Force Act, 1957.

[Placed in Library, See No. LT 5193A/18/25]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Railway Sports Promotion Board, New Delhi, for the year 2024-2025, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Railway Sports Promotion Board, New Delhi, for the year 2024-2025.

[Placed in Library, See No. LT 5194/18/25]

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री (श्रीमती निमुबेन जयंतीभाई बांभणिया) : अध्यक्ष महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखती हूँ:

- (1) आवश्यक वस्तु अधिनियम, 1955 की धारा 3 की उप धारा (6) के अंतर्गत गन्ना (नियंत्रण) संशोधन आदेश, 2025 जो दिनांक 16 अक्तूबर, 2025 के भारत के राजपत्र में अधिसूचना संख्या का.आ.4688(अ) में प्रकाशित हुआ था, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5195/18/25]

- (2) (एक) भांडागारण विकास एवं विनियामक प्राधिकरण, नई दिल्ली के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) भांडागारण विकास एवं विनियामक प्राधिकरण, नई दिल्ली के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा के बारे में विवरण (हिन्दी और अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 5196/18/25]

(3) कंपनी अधिनियम, 2013 की धारा 394 की उपधारा 1(ख) के अंतर्गत निम्नलिखित पत्रों की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-

(एक) केन्द्रीय भण्डारण निगम, नई दिल्ली के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा ।

(दो) केन्द्रीय भण्डारण निगम, नई दिल्ली का वर्ष 2024-2025 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक- महालेखापरीक्षक की टिप्पणियाँ ।

[Placed in Library, See No. LT 5197/18/25]

12.05 hrs

MESSAGE FROM RAJYA SABHA

SECRETARY GENERAL: Sir, I have to report the following message received from the Secretary General of Rajya Sabha:

“In accordance with the provisions of subj-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Manipur Goods and Services Tax (Second Amendment) Bill 2025, which was passed by the Lok Sabha at its sitting held on the 1st December, 2025 and transmitted to the Rajya Sabha for its recommendations and to state that this House has not recommendations to make to the Lok Sabha in regard to the said Bill.”

12.05½ hrs

COMMITTEE ON SUBORDINATE LEGISLATION

5th and 6th Reports

SHRI BALASHOWRY VALLABHANENI (MACHILIPATNAM): Sir, I rise to present the following reports (Hindi and English versions) of the Committee on Subordinate Legislation:

- (1) Fifth report on action taken by the Government on the Observations/ Recommendations contained in the Nineteenth Report (17th Lok Sabha) on “Status of framing of subordinate legislation viz. rules/regulations etc. under various acts being administered by the Ministry of Railways”.
- (2) Sixth report on action taken by the Government on the Observations/ Recommendations contained in the Twenty- Eighth Report (17th Lok Sabha) on “Status of framing of subordinate legislation viz. rules/ regulations etc. under various acts being administered by the Department of Fisheries in the Ministry of Fisheries, Animal Husbandry & Dairying and delay in laying of rules/regulations”.

12.06 hrs

STANDING COMMITTEE ON SOCIAL JUSTICE AND EMPOWERMENT

Statements

SHRI P. C. MOHAN (BANGALORE CENTRAL): Sir, I beg to lay on the Table a copy each of the following Final Action Taken Statements (Hindi and English versions) of the Standing Committee on Social Justice and Empowerment

(2025- 26) :-

- (1) Statement showing the Final Action Taken by the Government on the observations/recommendations contained in the Fiftieth Report on Action Taken by the Government on the Observations/Recommendations of the Committee contained in their Forty-Fifth Report (Seventeenth Lok Sabha) on 'Demands for Grants (2023-24)' of the Ministry of Social Justice and Empowerment (Department of Empowerment of Persons with Disabilities).
- (2) Statement showing the Final Action taken by the Government on the Observations/Recommendations of the Committee contained in their Twelfth Report on Action taken by the Government on the Observations/Recommendations contained in the First Report (Eighteenth Lok Sabha) on 'Demands for Grants (2024-25)' of the Ministry of Social Justice and Empowerment (Department of Social Justice and Empowerment).

12.07 hrs

STATEMENT BY MINISTER

Status of implementation of the recommendations contained in the 32nd Report of the Standing Committee on Consumer Affairs, Food and Public Distribution (2023-24), on 'Sugar Industry in India-A Review' pertaining to the Department of Food and Public Distribution, Ministry of Consumer Affairs, Food and Public Distribution*

* Laid on the Table and also placed in Library, See No. LT 5134/18/25

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री (श्रीमती निमुबेन जयंतीभाई बांभणिया): माननीय अध्यक्ष महोदय, मैं आपकी अनुमति से खाद्य और सार्वजनिक वितरण विभाग, उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय से संबंधित 'भारत में चीनी उद्योग- एक समीक्षा' के बारे में उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण संबंधी स्थायी समिति (2023-24) के 32वें प्रतिवेदन में अंतर्विष्ट सिफारिशों के कार्यान्वयन की स्थिति के बारे में वक्तव्य सभा पटल पर रखती हूँ ।

12.07½ hrs

MOTION RE: 11TH REPORT OF BUSINESS ADVISORY COMMITTEE

THE MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF MINORITY AFFAIRS (SHRI KIREN RIJJU): Sir, I beg to move:

“That this House do agree with the Eleventh Report of the Business Advisory Committee presented to the House on 2nd December, 2025.”

माननीय अध्यक्ष: प्रश्न यह है

“कि यह सभा दिनांक-02 दिसंबर, 2025 को सभा में प्रस्तुत कार्यमंत्रणा समिति के 11वें प्रतिवेदन से सहमत है।”

प्रस्ताव स्वीकृत हुआ ।

12.08 hrs**MATTERS OF PUBLIC IMPORTANCE****माननीय अध्यक्ष:** श्री उम्मेदा राम बेनीवाल ।

श्री उम्मेदा राम बेनीवाल (बाड़मेर) : माननीय अध्यक्ष महोदय, मैं बाड़मेर, बालोतरा और जैसलमेर जैसे सीमावर्ती मरुस्थलीय जिलों में स्वास्थ्य अवसंरचना तथा विशेषज्ञ सेवाओं में विद्यमान गंभीर कमियों की ओर सदन का ध्यान आकर्षित करना चाहता हूँ। भारत के नियंत्रक एवं महालेखा परीक्षक (CAG) की राजस्थान में सार्वजनिक स्वास्थ्य अवसंरचना पर प्रदर्शन लेखा परीक्षा, 2024 के अनुसार इन जिलों में डॉक्टरों, विशेषज्ञ चिकित्सकों, नर्सों तथा पैरामेडिकल स्टाफ की भारी कमी का उल्लेख किया गया है। भारतीय सार्वजनिक स्वास्थ्य मानक के अंतर्गत सुनिश्चित की गई न्यूनतम सेवाएं जैसे जनरल सर्जरी, बाल रोग, अस्थि रोग, आपातकालीन सेवाएं, आईसीयू, ब्लड बैंक एवं बर्न यूनिट जैसी सुविधा कई जिला अस्पतालों में उपलब्ध नहीं हैं। राजस्थान की 34 जिला अस्पतालों में से 12 जिला अस्पतालों में रेडियोलॉजी सेवाएं अपर्याप्त हैं एवं पैथोलॉजी की सेवाएं भी आंशिक रूप से उपलब्ध हैं। बाड़मेर जिला अस्पताल में बिस्तरों की कमी है एवं दो साल से सी.टी. स्कैन मशीन बंद पड़ी हुई है, जो जिला अस्पताल व्यवस्था नहीं करवा पा रहा है और कैथलैब की भी कमी है। इन कमियों के कारण मरीजों को दूर जोधपुर या अहमदाबाद तक जाना पड़ता है, जहां ज्यादा से ज्यादा मरीज रास्ते में ही दम तोड़ देते हैं। मेरी सरकार से मांग है एवं माननीय अध्यक्ष महोदय से अनुरोध करता हूँ कि इन सीमावर्ती जिला अस्पतालों में सुविधाएं दी जाएं। ... (व्यवधान)

DR. PRABHA MALLIKARJUN (DAVANAGERE): Thank you, Speaker Sir. I would like to raise a matter related to the installation of BSNL mobile tower in my constituency, Davanagere. Bridging the digital divide and ensuring last-mile connectivity are core pillars of the Digital India Mission, but the people of Haleshapura village, Aralikatte village and Chikkakalbalu village in Channagiri taluka, Muddanahalli village in Honnali taluka, Kongana Hossur Olathanda

village in Harapanahalli taluka of my Davangere constituency continue to face daily hardship due to absence of mobile network despite the issue being repeatedly brought to the notice of the concerned Shivamogga and Bellary Circle Office and also the Ministry of Communications. As a result, students, farmers and small business are facing repeated disruptions in digital payments, online education, telemedicine and emergency communication. I, therefore, urge the Ministry to address the BSNL network issue at this under-served rural community.

I would also like to use this opportunity to highlight the affordability clause which has been imposed on BSNL for granting the third pay revision to its employees which is due since 2017. This clause is unjust because BSNL functions primarily for national service, not commercial profit. Therefore, the affordability condition should be removed and BSNL employees must be granted the third pay revision before 31st March, 2026.

श्री दर्शन सिंह चौधरी (होशंगाबाद) : अध्यक्ष महोदय, आज मैं इस सदन में आयुष्मान भारत-प्रधान मंत्री जन आरोग्य योजना, जिसे स्नेह और गर्व से आयुष्मान कार्ड कहते हैं, उस ऐतिहासिक पहल को नमन करना चाहता हूँ। यह केवल एक कागज का कार्ड नहीं, बल्कि यह गरीब के लिए चिंता से मुक्ति और स्वास्थ्य की सुरक्षा का विश्वास है। यह योजना, जिसने लाखों परिवारों को कर्ज, गरीबी और असहायता से बचाया है। जो लोग पहले अस्पताल जाने से डरते थे, आज वे कह रहे हैं कि इलाज भी होगा और सरकार खर्च भी उठाएगी। लेकिन इस महान योजना के साथ कुछ चुनौतियाँ भी सामने आई हैं।

कई निजी अस्पताल उपचार में जान-बूझकर देरी करते हैं, ताकि मरीज मजबूरी में पैसा देकर इलाज करवाए या दूसरे विकल्प छोड़े। कुछ अस्पताल बिना आवश्यकता के महंगे पैकेज दिखाकर

पूरा राशि, 5 लाख रुपये तक, एक ही मरीज पर खर्च कर देते हैं। कभी-कभी फर्जी प्रक्रियाओं के नाम पर कहीं-कहीं पर मरीज की जानकारी के बिना कार्ड स्वाइप, नकली भर्ती और बिलिंग की शिकायतें आ रही हैं। इन प्रथाओं से योजना की प्रतिष्ठा घटती नहीं है, लेकिन यह स्पष्ट दिखाता है कि व्यवस्था मजबूत है तथा निगरानी और सुधार आवश्यक है। इसलिए मेरी मांग है कि अस्पतालों के लिए मॉनीटरिंग और रैंकिंग सिस्टम लागू हो। फर्जी बिलिंग पर दंड और लाइसेंस निलंबन की व्यवस्था कड़ाई से लागू हो। मरीजों के लिए एक रियल टाइम शिकायत... (व्यवधान)

श्री चन्द्र प्रकाश जोशी (चित्तौड़गढ़) : अध्यक्ष महोदय, मैं अपने संसदीय क्षेत्र और मेवाड़ की एक महत्वपूर्ण समस्या सदन में उठाना चाहता हूँ, जो रेलवे से संबंधित है। पिछले 10-11 वर्षों में रेलवे में इलैक्ट्रिफिकेशन, डबलिंग और नई रेलवे लाइन की बहुत बड़ी सौगात मोदी सरकार में उस क्षेत्र को मिली है। लेकिन मेवाड़ क्षेत्र के लोग मुम्बई और चेन्नई में बड़ी संख्या में जाते हैं, चाहे व्यापार हो, चाहे नौकरी हो, चाहे मजदूरी हो, चाहे अध्ययन के लिए हमारे यहां के लोग वहां जाते हैं। जब त्यौहार होता है या कोई काम होता है, तो वहां के लोगों को आने के लिए बड़ी परेशानी होती है। अभी मात्र एक ट्रेन चित्तौड़ से मुम्बई के लिए चलती है और वह भी अल्टरनेट डेज में चलती है।

मेरी आपके माध्यम से सरकार से मांग है कि चित्तौड़ से मुम्बई और चेन्नई के लिए शीघ्र कोई ट्रेन चले, ताकि वहां के लोगों को आने-जाने में सुविधा मिल सके। बहुत-बहुत धन्यवाद।

श्री रामवीर सिंह बिधूड़ी (दक्षिण दिल्ली) : आदरणीय अध्यक्ष महोदय, मैं आपके माध्यम से सरकार का ध्यान, दिल्ली में लगभग पिछले 5 सालों से मास्टर प्लान लागू नहीं किया गया है, की तरफ दिलाना चाहता हूँ।

12.13 hrs

(Shrimati Sandhya Ray in the Chair)

वर्ष 2021 में मास्टर प्लान आना था। आज वर्ष 2025 हो गया है। दिल्ली में लैंड पुलिंग पॉलिसी लागू नहीं हो रही है। दिल्ली में डीडीए पॉलिसी लागू नहीं हो रही है और इसी के कारण दिल्ली में अनप्लान्ड तरीके से विस्तार हो रहा है। दिल्ली में जितनी भी खेती-बाड़ी की जमीन है, आज उस जमीन के ऊपर अनअथोराइज्ड कॉलोनी बसाई जा रही है।

मैं सरकार से यह आग्रह करना चाहता हूँ कि दिल्ली, जो लगातार खेती-बाड़ी की जमीनों पर बिल्डिंग बाय-लॉज का वायलेशन करके, मास्टर प्लान का वायलेशन करके बसाई जा रही है, दिल्ली इस बोझ को सहन नहीं कर सकती। आज दिल्ली के सामने बिजली, पानी और सड़कों का संकट खड़ा हो गया है।

यदि आज दिल्ली दुनिया की सबसे ज्यादा प्रदूषित राजधानी बन गई है, तो उसका एक ही कारण है कि दिल्ली अनप्लान्ड-वे से बसाई जा रही है। इसलिए आवश्यक है कि जल्दी से जल्दी मास्टर प्लान नोटिफाई किया जाए, जिससे दिल्ली को प्लान्ड-वे में बसाया जा सके और अनअथोराइज्ड कॉलोनीज के लिए बिल्डिंग बाय-लॉज जल्दी बनाए जा सके। मैं आपके माध्यम से सरकार से यह आग्रह करना चाहता हूँ। बहुत-बहुत धन्यवाद।

माननीय सभापति: माननीय सदस्य श्री हनुमान बेनीवाल जी।

श्री हनुमान बेनीवाल (नागौर): सभापति महोदया, मैं आपके माध्यम से विदेश मंत्री जी का ध्यान एक अत्यंत गंभीर, मानवीय और संवेदनशील विषय की ओर आकृष्ट करना चाहता हूँ। यह विषय उन 61 भारतीय नागरिकों से संबंधित है, जो विभिन्न राज्यों, विशेषकर राजस्थान से स्टडी वीजा और वर्क वीजा पर रूस गए थे, परंतु एजेंटों द्वारा धोखे से उन्हें युद्ध क्षेत्र में भेज दिए जाने की गंभीर जानकारी प्राप्त हुई है। हमें इन 61 लोगों की मिसिंग विदेश मंत्रालय ने उपलब्ध कराई है। वहां पर वे वर्क वीजा और स्टडी वीजा पर गए थे, लेकिन वहां रूस की जो आर्मी है, उसने उनको फ्रंट लाइन पर उनको लड़ने के लिए भेज दिया गया। उन 61 नागरिकों में मेरे राजस्थान से अजय कुमार, संदीप सूंडा, मनोज सिंह शेखावत, महावीर प्रसाद तथा करमचंद तथा शेष अन्य राज्यों के युवक हैं। पिछले कई महीनों से उनको रूस-यूक्रेन युद्ध में जबरन सैन्य गतिविधियों में लगाया गया है। पिछले तीन-चार महीनों से उनका अपने परिवारों से कोई संपर्क नहीं हुआ है। उनके परिजनों की स्थिति अत्यंत नाजुक है। कई माता-पिता अस्पताल में हैं। उनके अंदर मानसिक तनाव और भय की स्थिति चरम पर है।

सभापति महोदया, हमने इस बारे में माननीय मंत्री जी से कई बार आग्रह किया है। इन

परिवारों ने तीन नवंबर और एक दिसंबर को दिल्ली स्थित जंतर-मंतर पर धरना देकर अपनी पीड़ा और चिंता सरकार तक पहुंचाई है। इस विषय की सूचना मेरे द्वारा भी विदेश मंत्री जी को दो बार दी जा चुकी है। वर्तमान में आवश्यक है कि इन भारतीयों की सुरक्षा सुनिश्चित की जाए और रूस सरकार से तत्काल वार्ता कर इन्हें युद्ध क्षेत्र से सुरक्षित बाहर निकालकर स्वदेश वापसी की ठोस पहल की जाए। एजेंटों द्वारा युवाओं को नौकरी और सामान्य कार्य का झांसा देकर फ्रंट लाइन पर भेजा जाना अत्यंत गंभीर आपराधिक कृत्य है, जिस पर त्वरित कार्यवाही की आवश्यकता है।

अतः मेरा आपके माध्यम से विदेश मंत्री जी से निवेदन है कि इस मुद्दे को उच्चतम राजनयिक स्तर पर तत्काल उठाया जाए, विशेष तंत्र सक्रिय किया जाए और इन 61 भारतीय नागरिकों की शीघ्र सुरक्षित एवं सम्मानजनक वापसी हेतु आपात प्रयास किए जाएं। धन्यवाद।

माननीय सभापति: माननीय सदस्य श्री मुकेश राजपूत जी।

श्री मुकेश राजपूत (फर्रुखाबाद): धन्यवाद सभापति महोदया। मैं आपके माध्यम से माननीय रेल मंत्री जी से निवेदन करता हूं कि एक वंदे भारत ट्रेन का संचालन भगवान कृष्ण की नगरी मथुरा से भगवान राम की नगरी अयोध्या तक वाया कासगंज, फर्रुखाबाद, कन्नौज और कानपुर देहात होते हुए कराया जाए, जिससे देश-विदेश से आने वाले श्रद्धालुओं को मथुरा से अयोध्या तक यात्रा करने में आसानी हो सके तथा कासगंज, फर्रुखाबाद जैसे शहरों को भी एक वंदे भारत ट्रेन मिल सके।

मैं आपके माध्यम से माननीय मंत्री जी को यह भी अवगत कराना चाहता हूं कि फर्रुखाबाद में अन्तर्राष्ट्रीय स्तर के कई तीर्थ स्थल स्थित हैं, जहां पर देश-विदेश से आने वाले यात्रियों का आना-जाना लगा रहता है। फर्रुखाबाद में अन्तर्राष्ट्रीय बौद्ध तीर्थ स्थल संकिसा स्थित है, जहाँ भगवान बुद्ध का स्वर्गावतरण हुआ था। बाबा नीम करौरी धाम की तपोस्थली नीम करौरी धाम भी यहीं स्थित है। अन्तर्राष्ट्रीय जैन तीर्थ कंपिल भी यहीं स्थित है, जहाँ तेरहवें तीर्थंकर भगवान विमलनाथ थे। उनके चारों कल्याणक यहीं कंपिल में हुए थे। महाभारतकालीन राजा द्रुपद की राजधानी कंपिल, जहां द्रौपदी जी का स्वयंवर हुआ था, यहीं है। फर्रुखाबाद में गंगा तट पर माघ के महीने में कल्पवासियों का मेला राम नगरिया भी लगता है, जहाँ देश-विदेश से लाखों श्रद्धालुओं का

आवागमन रहता है। इसे अपरा काशी भी कहते हैं।

महोदया, यदि वंदे भारत ट्रेन इस रूट से फर्रुखाबाद, कासगंज, कन्नौज होते हुए चलती है, तो मैं कह सकता हूँ कि इस सीधी वंदे भारत ट्रेन के मिलने से अवध बिहारी से लेकर बाँके बिहारी तक देश-विदेश के कई लोगों को इसका फायदा मिलेगा। साथ ही पिछड़े हुए कासगंज, फर्रुखाबाद, कन्नौज और कानपुर देहात जैसे लोक सभा क्षेत्रों को भी इसका बेनिफिट मिलेगा। धन्यवाद।

माननीय सभापति: माननीय सदस्य श्री बस्तीपति नागराजू जी।

***SHRI BASTIPATI NAGARAJU (KURNOOL):** Respected Chairperson Madam, I would like to bring to the notice of this august House the problems of BSNL employees. BSNL is an important PSU which is serving as the backbone of our telecommunication system. This organisation is serving far-flung areas and remote villages.

BSNL employees served our nation with utmost dedication in the times of natural disasters and pandemics like Covid-19. During Covid, around 388 employees sacrificed their lives but they are not getting recognition for their services. These employees are now facing acute financial hardships and professional problems. Their legitimate demand for implementing 3rd PRC is still pending. Revision of pension of retired BSNL employees is also still unresolved. There is a huge gap in pay, allowances and promotional opportunities between BSNL employees and employees on deputation. They are demoralized as they are not being provided with medical and other facilities. BSNL employees are playing an important role in Aatmanirbhar Bharat by contributing in the

* English translation of the speech originally delivered in Telugu.

development of 4G and 5G technology but their issues are still unresolved.

In this context, I request the Union Government to interfere and resolve the following issues. They should implement third PRC for BSNL employees. The Government may consider giving some exemptions for determining eligibility for non-executive posts. Pension should not be determined on the basis of profit or loss of the organisation. Instead, it should be implemented in line with the pension that is disbursed to Government employees. Though DoT made appointments in BSNL, they may be given one-time appointment under CCS 1972 Rules.

Above all, resolving these issues should not be viewed as a policy decision but it should be seen as giving respect to national service.

Jai Hind, Jai Bharat.

डॉ. राजीव भारद्वाज (कांगड़ा): सभापति महोदया, मैं आपके माध्यम से आयुष मंत्री आदरणीय जाधव जी का ध्यान अपने लोक सभा क्षेत्र में आयुर्वेद महाविद्यालय, पपरोला की ओर दिलाना चाहता हूँ।

सभापति महोदया, यह महाविद्यालय हिमाचल प्रदेश में अपनी तरह का एक मात्र संस्थान है। पूरा परिसर पहाड़ियों से घिरा हुआ है। यह हर्बल वनस्पतियों से समृद्ध है। इस महाविद्यालय को भारत सरकार की आयुर्वेद शिक्षा नियामक संस्था, भारतीय चिकित्सा परिषद् द्वारा मान्यता प्राप्त है। भारत के आयुष विभाग द्वारा इस महाविद्यालय को विशेष संस्थान का दर्जा दिया गया है और अलग से पांच करोड़ रुपए की निधि प्रदान की गई है।

मैं आपके माध्यम से मंत्री जी का ध्यान इसकी ओर दिलाना चाहता हूँ कि यह महाविद्यालय राष्ट्रीय महत्व का संस्थान बने। जब हमारी सरकार हिमाचल प्रदेश में थी तो इसके लिए एक योजना बना कर केन्द्र में भेजी गई थी। हिमाचल प्रदेश में पहाड़ी क्षेत्र के लिए आयुष विभाग की योजना है

कि वहां राष्ट्रीय महत्व का एक संस्थान बने। यह सभी पैरामीटर्स पूरा करता है।

मैं आपके माध्यम से इस ओर ध्यान दिलाना चाहता हूं कि यह विद्यालय एड्स जागरूकता, क्षय रोग उन्मूलन कार्यक्रम, पल्स पोलियो कार्यक्रम जैसे राष्ट्रीय स्वास्थ्य कार्यक्रमों को लागू करने में पूर्ण सहभागिता प्रदान करता है।

सभापति महोदया, अंत में मैं यह कहना चाहता हूं कि यह राष्ट्रीय महत्व का संस्थान बने यानी नेशनल इंस्टीट्यूट ऑफ आयुर्वेद। इससे आयुर्वेद के क्षेत्र में विशेष वित्त पोषण होगा, अधिक कार्यकुशलता, गुणवत्ता एवं अनुसंधान में बढ़ोतरी होगी और यह लोकहित में एक बहुत बड़ा निर्णय होगा।

सभापति महोदया, मैं आपके माध्यम से आयुष मंत्री जी से यह प्रार्थना करना चाहता हूं। बहुत-बहुत धन्यवाद।

श्रीमती शांभवी (समस्तीपुर): सभापति महोदया, सबसे पहले मैं बिहार की बेटी होने के नाते हम आपको और इस पूरे सदन को बिहार की अकल्पनीय और ऐतिहासिक जीत की बधाई देती हूं। बिहार ने पूरे देश में यह स्थापित कर दिया है कि झूठ और नफरत की राजनीति पर विकास की राजनीति हमेशा भारी पड़ती है।

सभापति महोदया, आज का विषय बिहार के भविष्य से जुड़ा हुआ है। नीति आयोग ने अटल इनोवेशन मिशन के तहत पूरे देश में 10 हजार अटल टिकरिंग लैब्स बना कर शिक्षा के केन्द्र में एक नई क्रांति लाने का आह्वान किया है। इसमें जो सबसे सराहनीय पहल है कि 5692 अटल टिकरिंग लैब ग्रामीण क्षेत्र में है, एक महिला जनप्रतिनिधि होने के नाते हम हमारी वित्त मंत्री श्रीमती निर्मला सीतारमण जी का हार्दिक आभार व्यक्त करेंगे कि 2025-26 के बजट में उन्होंने पचास हजार ऐसे ही अटल टिकरिंग लैब्स खोलने की घोषणा की है। मैं आपके संज्ञान में लाना चाहूंगी कि बिहार ज्ञान की धरती है, वह अभी भी इस विषय में कहीं न कहीं पिछड़ रहा है। आंकड़ों के हिसाब से बिहार में 97 लैब्स हैं जो वहां की विशाल छात्र आबादी के लिए अन्याय है। वहां के जितने भी सरकारी स्कूल के बच्चे हैं, उनकी आंखों में सपने तो हैं लेकिन संसाधन नहीं हैं।

समस्तीपुर लोक सभा बाढ़ प्रभावित क्षेत्र भी है, वहां की अधिकतर आबादी ग्रामीण है। ऐसे में समस्तीपुर लोक सभा के हरेक प्रखंड में एक अटल टिकरिंग लैब का निर्माण हो जिससे वहां के गरीब बच्चे, वंचित बच्चे और ग्रामीण बच्चे हैं, उनको भी इनोवेशन और टेक्नोलॉजी में आगे बढ़ने का समान अधिकार मिले। बहुत-बहुत धन्यवाद, जय हिन्द, जय बिहार।

डॉ. शिवाजी बंडाप्पा कालगे (लातूर): माननीय सभापति महोदया, महाराष्ट्र के मराठवाड़ा क्षेत्र विशेष रूप से लातूर, नांदेड़, जालना, धाराशिव, छत्रपति शम्भाजी नगर, बीड, परभणी और हिंगोली जिलों में हाल ही में हुई अतिवृष्टि की ओर मैं आपका ध्यान आकर्षित कराना चाहता हूं। इस भीषण वर्षा के कारण किसानों की भूमि पूर्णतः क्षतिग्रस्त हो चुकी है। उनकी खड़ी फसलों को भारी नुकसान पहुंचा है। कई स्थानों पर उनकी उपजाऊ जमीन कटकर बह गई है, इसके परिणामस्वरूप मराठवाड़ा के किसान इस समय गंभीर आर्थिक संकट का सामना कर रहे हैं।

यह दुर्भाग्य की बात है कि अब तक महाराष्ट्र सरकार द्वारा प्रभावित किसानों को मुआवजा प्रदान किया गया है, वह अत्यंत अपर्याप्त है। कई किसानों की बहुत अधिक भूमि कट कर बह गई है। इसके बावजूद महाराष्ट्र सरकार द्वारा केवल दो या तीन हेक्टेयर तक की मुआवजा देने की योजना बनायी जा रही है जो न्यायोचित नहीं है।

अतः मैं सदन के माध्यम से माननीय कृषि मंत्री महोदय से निवेदन करता हूं कि महाराष्ट्र राज्य के मराठवाड़ा क्षेत्र के अतिवृष्टि से प्रभावित किसानों की कटकर बह गई भूमि को तत्काल महाराष्ट्र सरकार की एजेंसियों के माध्यम से दुरुस्त कराया जाए तथा उन्हें उचित और पर्याप्त मुआवजा तुरंत प्रदान किया जाए। धन्यवाद।

श्री हरीभाई पटेल (महेसाणा): सभापति महोदया, मेरे संसदीय क्षेत्र महेसाणा लोक सभा सहित उत्तर गुजरात और संयुक्त गुजरात में एक भी वीजा सुविधा केन्द्र नहीं है। जिसके कारण वहां के नागरिकों को वीजा आवेदन और अन्य सुविधाओं के लिए दिल्ली, मुंबई और चेन्नई जाना पड़ता है, जिससे अधिक समय और धन की बर्बादी होती है।

अतः मैं माननीय विदेश मंत्री जी, भारत सरकार से सदन के माध्यम से आग्रह करता हूं कि

मेरे संसदीय क्षेत्र महेसाणा, उत्तर गुजरात और गुजरात के संयुक्त राज्य अमेरिका के लिए वीजा सुविधा सेवा वीएफएस केन्द्र खोला जाए ताकि महेसाणा लोक सभा क्षेत्र के साथ-साथ पूरे उत्तर गुजरात और गुजरात राज्य के नागरिकों को सुगमता व सुविधा प्राप्त हो सके। धन्यवाद।

***SHRI PHANI BHUSAN CHOUDHURY (BARPETA):** Hon'ble Madam Chairperson, I rise to speak on the demand of six communities of Assam who have been demanding ST status since the 1970's. I would like to thank the Modi Government for taking positive steps to grant ST status to these communities. In 2004-2005, the Assam Legislative Assembly took a unanimous decision to accord ST status to these six communities of Assam. In 2007, a representation was made to the then Prime Minister, Dr. Manmohan Singh, to accord ST status to these communities. I was one of the signatories to that representation, but the Congress Government of the day did not take any step in this regard. However, the Central Government under Modi Ji has taken positive steps to grant ST status to these six communities.

In the year 2016, under the chairmanship of Shri M.K. Singla, the then Special Secretary (Internal Security), Ministry of Home Affairs, a High-Powered Committee was constituted. As per the recommendations of the High-Powered Committee, a Group of Ministers of the Assam Government was constituted. The High-Powered Committee advised our State Government to form a Group of Ministers (GoM) and to make necessary recommendations. As advised by the

* English translation of the speech originally delivered in Assamese.

High-Powered Committee, the Government of Assam formed a GoM in 2019, and on 30th November 2025, the GoM submitted its report in the Assam Legislative Assembly. The Government of Assam will soon forward the report of the GoM, recommending the granting of ST status to the six communities, to the Central Government.

I urge upon the Modi Government to accord ST status to these six Assamese communities as recommended by the GoM of the Assam Government. I request the Central Government to bring a piece of legislation in the coming Budget Session to grant ST status to these six communities. I hope the Government will take all necessary steps in this regard.

श्री कौशलेन्द्र कुमार (नालंदा) : सभापति महोदया, मैं आपके माध्यम से बिहार के किसानों और धान खरीद समितियों की समस्याओं के बहुत ही महत्वपूर्ण विषय को सरकार के समक्ष लाना चाहता हूँ। खाद्य एवं सार्वजनिक वितरण प्रणाली मंत्रालय के नियमों के अनुरूप बिहार सरकार वहां की खरीद समितियों के माध्यम से धान की खरीद कर रही है। उसना और अरवा चावल के रूप में परिवर्तित करने की प्रक्रिया में खरीद समितियों को काफी नुकसान हो रहा है। केंद्र सरकार ने वर्ष 2011-12 में जो नियम बनाया है, उसका लगभग 14 वर्षों से पालन करते हुए समितियों को 2.5 प्रतिशत कमीशन का भुगतान किया जाता है जो कि एमएसपी पर निर्धारित है। 14 वर्षों में सरकार एमएसपी प्रति वर्ष निर्धारित करती है किंतु कमीशन धान खरीद समितियों को वर्ष 2011-12 की एमएसपी पर ही 2.5 प्रतिशत भुगतान हो रहा है। इस कारण समितियों को काफी नुकसान हो रहा है।

मैं माननीय मंत्री जी से आग्रह करता हूँ कि बिहार के धान की खरीद करने वाली निबंधित समितियों को प्रति वर्ष के निर्धारित एमएसपी दर का 2.5 प्रतिशत कमीशन का भुगतान करने का आदेश दें और साथ ही आकस्मिक व्यय मद परिवहन, मजदूरी, भंडारण एवं रख-रखाव के मद में की

जा रही भुगतान राशि पर कम से कम दस प्रतिशत की वृद्धि करें और धान की कुटाई मद में अरवा चावल पर दस रुपये, विसना चावल पर 29.40 पैसे की दर से, महंगाई के अनुसार वृद्धि करने की कृपा करें। यह भी वर्ष 2011-12 की दर से ही निर्धारित रेट है। साथ ही समितियों को धान की सुखमन मद के लिए 2.5 प्रति कुंतल धनराशि का भुगतान की व्यवस्था करने की कृपा करें। यह बिहार के किसानों और धान खरीद समितियों के लिए अति आवश्यक है, क्योंकि उनका आर्थिक नुकसान हो रहा है। धन्यवाद।

SHRI T.M. SELVAGANAPATHI(SALEM): Madam, various parts of Tamil Nadu especially the delta region of our State have experienced heavy rains which has devastated the normal life of the farmers and because of these heavy rains, the moisture content of the paddy, grown by our farmers, have abnormally increased, rendering them not to be procured. It has come to a standstill. Therefore, Madam Chairperson, our dynamic leader, Dravidian leader of our State, the Chief Minister of Tamil Nadu had written to the Prime Minister to increase the permissible moisture content for paddy procurement from 17 per cent to 22 per cent highlighting the plight of the poor farmers. In fact, three Central teams have visited various parts of Tamil Nadu and collected samples which the people have established that the moisture content is more because of incessant rains. They have collected samples and left but unfortunately this vengeful and anti-farmers Government have rejected to increase the permissible moisture content for paddy procurement because of which the livelihood of our farmers has been thrown out of gear.

In fact, I recall that on several occasions in the past when the Union Government accepted the request to increase the moisture content but the deaf

Union Government rejected the proposal on various issues including the Metro Rail Project which was due to Madurai and Coimbatore. It was blatantly rejected by this Government betraying the people of Tamil Nadu. Not only this Madam, the funds for education department have been stopped. The NREGA funds have been reduced. The Railway projects have been forestalled.

Now, the farmers have been betrayed. They are not betraying the DMK but they are betraying the people of Tamil Nadu. I say that the Kharif procurement is also still underway and the north east monsoon in our State is intense again.

I, on behalf of the DMK, urge upon the Union Government to order for relaxation of moisture content. Otherwise, the farmers' livelihood will be rendered absolutely bad.

Thank you, Madam.

श्री प्रवीण पटेल (फूलपुर): धन्यवाद सभापति महोदया, मैं आपका ध्यान उन लाखों शिक्षकों की तरफ दिलाना चाहता हूँ, जो अभी पूरे देश में, चाहे सत्तापक्ष के हों, चाहे विपक्ष के हों, बड़ी संख्या में शिक्षक सांसदों, विधायकों के पास जा रहे हैं। उनके सामने एक बड़ी विपत्ति उत्पन्न हुई है।

माननीय सभापति: माननीय सदस्य, क्या आपने विषय चेंज किया है?

श्री प्रवीण पटेल: जी मैडम।

माननीय सभापति: आपको यहां बताना चाहिए था।

श्री प्रवीण पटेल: मैडम हमने वहां दिया हुआ है।

माननीय सभापति: ठीक है।

श्री प्रवीण पटेल: मैडम, सारे शिक्षक जनप्रतिनिधियों के पास जा रहे हैं। अभी माननीय सुप्रीम कोर्ट ने एक आदेश लागू किया कि सारे प्राथमिक शिक्षकों को टीईटी अनिवार्य कर दिया जाए। जबकि

20-25-30 साल पहले जब इन शिक्षकों की नियुक्ति हुई थी, उस समय विज्ञापन में या जो उनके सामने जो अहर्ता थी, उस समय ऐसी कोई बात नहीं थी। अगर अभी यह नियम लागू होता है तो बहुत सारे ऐसे शिक्षक हैं, जिनके सामने बहुत समस्या उत्पन्न होगी। मैं सरकार से माँग करता हूँ कि लाखों शिक्षकों के भविष्य को देखते हुए इस तरफ ध्यान दिया जाए। वर्ष 2009 में जो शिक्षा का अधिकार अधिनियम लागू हुआ, उसके बाद जिन शिक्षकों की नियुक्ति हुई है, उनके लिए तो टीईटी अनिवार्य किया जाए, लेकिन उसके पहले जिन शिक्षकों की नियुक्ति हुई है, उनको टीईटी की अनिवार्यता से छूट दी जाए। इससे शिक्षकों के सामने सामाजिक रूप से जो समस्या उत्पन्न हो रही है, वह समस्या उत्पन्न न हो।

महोदया, सारे शिक्षक सांसदों के पास जा रहे हैं और अभी दिल्ली में भी उन्होंने धरना-प्रदर्शन किया था। शिक्षक जिले-जिले में धरना-प्रदर्शन कर रहे हैं। उनकी यह चिंता स्वाभाविक है। यह जो कानून लागू हुआ है, माननीय सुप्रीम कोर्ट का आदेश निश्चित रूप से अव्यावहारिक है।

महोदया, मैं आपके माध्यम से माँग करता हूँ कि सरकार उनकी माँगों पर विशेष रूप से ध्यान देते हुए एक नया कानून बनाए और वर्ष 2009 के पहले जिन शिक्षकों की भर्ती हुई थी, उनको इससे छूट दी जाए। बहुत-बहुत धन्यवाद। जय हिन्द।

श्री अजय भट्ट (नैनीताल-ऊधमसिंह नगर): महोदया, मैं आभारी हूँ कि आपने मुझे एक अविलंबनीय प्रश्न को शून्य काल में उठाने का मौका दिया है।

महोदया, मैं आपके माध्यम से इस सदन का ध्यान उत्तराखंड राज्य के पर्वतीय जनपदों में हार्टीकल्चर आधारित पर्यटन हार्टी टूरिज्म को प्रोत्साहित करने की दिशा में चल रहे प्रयासों की ओर आकर्षित करना चाहता हूँ।

महोदया, उत्तराखंड जनपद के नैनीताल के रामगढ़ क्षेत्र में 8 एकड़ भूमि पर 5 करोड़ रुपये की लागत से एक अभिनव हार्टी टूरिज्म परियोजना का विकास कार्य प्रगति पर है, जिसका उद्देश्य पर्यटकों को फल उत्पादन विशेषकर बागवानी से जोड़ते हुए अनुभवात्मक पर्यटन को बढ़ावा देना है। इस परियोजना में किसानों के लिए प्रशिक्षण केन्द्र, आधुनिक कैफे हट्स एवं स्थानीय उत्पादों

को प्रदर्शित करने की व्यवस्था की जा रही है। यह पहल केवल पर्यटन को ही नई दिशा नहीं देगी, बल्कि यह वहाँ के बेरोजगारों को भी रोजगार देने की एक बहुत अच्छी पहल है। इसलिए मैं आपके माध्यम से सरकार से माँग करता हूँ कि इस पहल को और आगे बढ़ाया जाए। इसके लिए विशेष धन की व्यवस्था की जाए और विशेष टेक्नोलॉजी, जो इस समय सभी जगहों पर दी जा रही है, वह उत्तराखंड समेत सभी पर्वतीय राज्यों को दी जाए ताकि हार्टी टूरिज्म एक अच्छी तरह से आजीविका चलाने का मॉडल भी बन सके। बहुत-बहुत धन्यवाद।

श्री मलविंदर सिंह कंग (आनंदपुर साहिब): महोदया, आपने मुझे बोलने का अवसर दिया, इसके लिए आपका धन्यवाद।

महोदया, मैं एक बहुत ही महत्वपूर्ण विषय पर भारत सरकार का ध्यान दिलाना चाहता हूँ। पिछले दिनों पंजाब में बड़े स्तर पर फलड आया। इसके कारण हमारे तकरीबन 6 जिलों के पच्चीस सौ गाँव पूरी तरह से तबाह हुए और 5 लाख एकड़ से ज्यादा खड़ी फसल, जो बिल्कुल तैयार फसल थी, वह पूरी तरह से फलड के कारण बर्बाद हो गई। हमारे जिन जिलों में सबसे ज्यादा प्रॉब्लम आयी है, वे सारे बॉर्डर के जिले हैं। ये वही जिले हैं, जहाँ के लोगों ने ऑपरेशन सिंदूर के दौरान भारतीय सेना के साथ कंधे से कंधा मिलाकर इस देश की लड़ाई लड़ी थी। आज तकरीबन दो महीने हो गए हैं, माननीय प्रधानमंत्री साहब ने भी वहाँ विजिट किया। वे वहाँ आये, भारत सरकार के तमाम मंत्री साहिबान आये, लेकिन एक रुपया भी उन 6 जिलों के लोगों को दोबारा से अपने पैरों पर खड़ा करने के लिए, उनको रिहैबिलिटेड करने के लिए भारत सरकार की तरफ से नहीं दिया गया है। इवेन जो हरियाणा और राजस्थान की सरकारें पंजाब के हिस्से का पानी माँगती हैं और उसे अपना पानी होने का क्लेम करती हैं, उन सरकारों ने भी इस मुश्किल घड़ी में, इस विपत्ति के समय में पंजाब का साथ नहीं दिया। पंजाब के लोगों ने अपनी सभी मुश्किलों को अपने आप झेला है। मैं आपके माध्यम से भारत सरकार से कहना चाहता हूँ, माननीय प्रधान मंत्री जी से कहना चाहता हूँ कि जब बिहार में चुनाव होते हैं, तब आप बोलियां लगाते हैं कि 50,000 करोड़ रुपये दूँ या 70,000 करोड़ रुपये दूँ, 80,000 करोड़ रुपये दूँ या 90,000 करोड़ रुपये दूँ और दूसरी तरफ पंजाब राज्य है, जिसने देश

की आजादी के लिए, इस देश के अनाज भंडार भरने में सबसे बड़ा योगदान दिया, उस प्रदेश को मुश्किल समय में अपने हालात पर छोड़ देना, मुझे लगता है कि इससे बड़ा डिस्क्रिमिनेशन नहीं हो सकता है।

मेरी भारत सरकार से मांग है कि पंजाब में बाढ़ से हॉस्पिटल, सड़कें सब तबाह हो गईं। वहां के लोगों का बाढ़ से घर तबाह हो गया, जिनकी पांच लाख एकड़ फसल खत्म हो गई, उनके लिए 50,000 करोड़ रुपये का एक स्पेशल पैकेज भारत सरकार रिलीज करे, ताकि पंजाब के बॉर्डर के वे लोग जो देश की लड़ाई लड़ते हैं, अपने पैरों पर खड़े हो सकें और अपने बच्चों का अच्छा भविष्य बना सकें।

श्रीमती हरसिमरत कौर बादल (भटिण्डा) : मैडम, मेरे से पहले मेरे साथी ने जो इश्यू रोज किया है, मुझे भी इसी इश्यू को आपके संज्ञान में लेकर आना था कि पंजाब में अगस्त और सितंबर के महीने में बेतहाशा पानी के कारण जिस तरह की तबाही आई, वहां तकरीबन 2,300 गांव पूरी तरह से तबाह हो गए। वहां पांच लाख एकड़ जमीन पूरी तरह से तबाह हो गई। व्यास, रावी और सतलुज नदियों का पानी ऐसी तबाही लेकर आया। यह भी एक चर्चा का विषय है कि डैम कंट्रोल ठीक से नहीं हुआ, तो उसमें कुदरती आपदा कितनी थी और मानव निर्मित आपदा कितनी थी, लेकिन मैं आज उस विषय पर न जाते हुए, सिर्फ आपका ध्यान इस तरफ आकर्षित करना चाहूंगी कि इस तबाही के साथ, जो करीबन तीन लाख एकड़ लोगों की फसल खड़ी-खड़ी तबाह हो गई, पांच लाख एकड़ जमीन तबाह हो गई और तबाह इस तरीके से हुई कि अब जब पानी चला गया है, उसके बाद भी वहां इतना रेता छोड़ गया कि शायद अगली दो-तीन फसलें भी वहां के किसान बीज नहीं सकेंगे। इंडो-पाक बॉर्डर पर जिन लोगों की तारों के उस तरफ जमीनें थी, जो पुरखों के समय से जिन जमीनों पर कल्टीवेशन कर रहे थे, वहां रावी, व्यास नदियां पूरी जमीन ले गईं। अब उनके पास जमीन ही नहीं रह गई। उनका सब कुछ तबाह हो गया है, न घर रहा, न जानवर रहे।

मैडम, मैं आपके माध्यम से यह पूछना चाहूंगी कि केंद्र सरकार कह रही है कि स्टेट डिजास्टर रिलीफ फंड का 12,500 करोड़ रुपये स्टेट के पास है, लेकिन हमारी स्टेट की सरकार और स्टेट

के वित्त मंत्री जी कह रहे हैं कि उनको इस साल सिर्फ 1,500 करोड़ रुपये मिले हैं। प्रधान मंत्री जी मुआवजे का जो 1,600 करोड़ रुपये का ऐलान करके गए हैं, यह ऊंट के मुंह में जीरे के समान है। इस छोटी रकम के बारे में भी पंजाब के वित्त मंत्री जी कह रहे हैं कि वह रकम नहीं आयी है। केंद्र सरकार कह रही है कि 12,500 करोड़ रुपये पड़े हुए हैं, राज्य सरकार कह रही है कि पैसे नहीं आए। जिन लोगों के पास घर नहीं है, छत नहीं है, जमीन तक नहीं है, पशु तक नहीं है, स्कूल तबाह हो गए, अस्पताल तबाह हो गए, वे लोग कहां जाएं? इन दोनों के बीच फैसला कौन करेगा? लोगों की बांह कौन पकड़ेगा? यहां पर पैसा मांगना बहुत अच्छा है, लेकिन लोगों के खातों में डायरेक्ट बेनिफिट के राही, केंद्र सरकार पैसे क्यों नहीं भेजती है, ताकि लोगों का कुछ संवर जाए। मैं आपसे आग्रह करती हूं कि आप सरकार तक मेरा संदेश पहुंचाएं।

श्री अनुराग शर्मा (झाँसी): महोदया, मैं आपके माध्यम से सरकार का ध्यान आकर्षित करना चाहता हूं कि जो हमारे आदरणीय प्रधान मंत्री जी और हम सब का हिन्दुस्तान को वर्ष 2047 तक विकसित राष्ट्र बनाने का सपना है, बिना महिलाओं के सशक्तिकरण के यह पूरा होना मुश्किल और कठिन है। सैकड़ों महिलाएं, करोड़ों महिलाएं एसएचजीजे के साथ जुड़ी हुई हैं और उत्तर प्रदेश में तकरीबन 90 लाख महिलाएं सेल्फ हेल्प ग्रुप्स के साथ जुड़ी हुई हैं।

सभापति महोदया, मैं बुंदेलखण्ड से आता हूं, हमारे वहां तकरीबन 12 लाख महिलाएं सेल्फ हेल्प ग्रुप्स से जुड़ी हुई हैं चाहे झाँसी हो, ललितपुर हो, बांदा हो, चित्रकूट हो, हमीरपुर हो, महोबा हो। इन महिलाओं में बहुत सारी विशेषताएं हैं, मेरी दीदीयाँ बहुत अच्छा काम करती हैं। हमारे यहाँ मिलेट्स की खेती, मिलेट्स से कुकीज़ बनाना, फूड प्रोसेसिंग में बहुत अच्छी चीजें हो रही हैं। मसालों में भी आगे हैं और अचार भी डाल लेती हैं। मेरे यहाँ साफ्ट ट्वाइज और चंदेरी साड़ियों का भी धंधा होता है।

इसमें एक विशेष समस्या यह आ रही है कि इन सेल्फ हेल्प ग्रुप्स को बैंक्स कैश क्रेडिट्स लिमिट नहीं दे रहे हैं। अभी तक ललितपुर जिले में 6,200 सेल्फ हेल्प ग्रुप्स ने अप्लाई किया है, जिसमें से केवल 3,900 को कैश क्रेडिट्स मिला है। झाँसी में भी तकरीबन 6,000 ने अप्लाई किया,

किंतु झांसी में भी तकरीबन यही आंकड़ा है। मैं आपके माध्यम से सरकार से आग्रह करना चाहता हूँ कि इन महिलाओं को जो एनआरएलएम और सेल्फ हेल्प ग्रुप्स में जुड़ी हुई हैं, इनके लिंगेजेज जल्दी से पूरे कराए जाएं, नहीं तो ये कर्जा लेती हैं और उन कर्जों में हमारे सेल्फ हेल्प ग्रुप्स नष्ट हो जाएंगे। इन सबको बड़ी मुश्किल से जोड़ा गया है।

दूसरा, इनके स्किल डेवलपमेंट्स की बात है। ये दीदीयाँ न जीएसटी रिटर्न्स फाइल कर पाती हैं, न इन चीजों को आगे बढ़ा पाती हैं। आपसे यह आग्रह है कि अगर इनके लिए स्किल्स डेवलपमेंट प्रोग्राम्स अच्छी तरीके से बुंदेलखंड में चला दिए जाएं जिसमें महिलाओं को इंटरनेट पर बेचने के लिए, वैसे यह Gem पोर्टल और ओडीओपी के माध्यम से बेचती हैं, मदद हो जाएगी। जब तक बुंदेलखंड की महिलाएं सशक्त नहीं होंगी, तब तक बुंदेलखंड सम्पन्न नहीं होगा। इसमें मेरी पांच-छह डिमांड्स हैं, आपसे यही आग्रह है कि सरकार इनको गंभीरता से ले और इसे टाइम बाउंड कर दिया जाए। बैंक लोन के लिए अप्लाई करें, तो इसे 15 दिन या एक महीने के अंदर टाइम बाउंड रूप से कर लिया जाए।

बुंदेलखंड में छह मेजर चीजें हैं, जिनमें मिलेट्स, स्पाइसेस, डेयरी, हैंडी क्राफ्ट्स, फूड प्रोसेसिंग और टेक्सटाइल हैं। हमारे यहाँ इनको सिखाने के लिए काम हो। इनकी ब्रांडिंग, डिजिटल ट्रेनिंग और ई-कामर्स के लिए ऑन बोर्डिंग हो जाए और टेक्निकली मदद कर दी जाए। अगर इनको सिक्योरिटी दे दी जाए, इश्योरेंस हो जाए और इन महिलाओं का एम्प्लॉयमेंट कार्ड में रजिस्ट्रेशन कर दिया जाए, तो इन्हें ऑटोमैटिकली इश्योरेंस का भी फायदा मिलेगा। धन्यवाद सभापति जी।

DR. BYREDDY SHABARI (NANDYAL): Madam, I would like to raise the most neglected issue which is about inclusion of Boya-Valmiki community in the ST list.

Our inscriptions talk about these mighty hunters and their sole occupation of hunting which has now turned into making forest products and agriculture. They are financially and educationally backward. These people were included in

the Criminal Tribes Act of 1871 leading to stigma. In 1961, the Deputy Registrar General of India also mentioned that Boya community should be included in the ST list. During 2017, under the leadership of our hon. Chief Minister, Nara Chandrababu Naidu Garu, the Legislative Assembly, the Legislative Council and also the Commission passed a resolution unanimously to include them in the ST list.

The previous YCP Government promised their inclusion and used it for political gains. It was a political gimmick they played. When in the neighbouring States such as Karnataka they enjoy ST status and in other States, they enjoy SC status, why in the State of Andhra Pradesh can they not enjoy the ST status? It is a very backward community and they are suffering in day-to-day life.

I would request the Government to introduce a Bill and do them justice. This is not political. It is a matter of justice and equality promised by our Constitution. I request the Minister and the Government to do justice to this community.

माननीय सभापति: माननीय सदस्यगण, अब मैं एक और दो दिसंबर वाली शून्य काल सूची में से नाम पुकार रही हूँ।

सभी माननीय सदस्यों से आग्रह है कि वे अपने-अपने विषय को कृपया एक-एक मिनट में रखने का कार्य करें।

माननीय सदस्य, श्री गौरव गोगोई जी।

SHRI GAURAV GOGOI (JORHAT): Hon. Madam Chairperson, I stand in the Parliament of India to pay tribute to one of our greatest sons of our Mother Assam, *Asomi aai*, the late Zubeen Garg.

Zubeen passed away in Singapore on 19th September when he was due to perform at a function organized by the Government of India, Ministry of External Affairs and the High Commission of India to Singapore.

Zubeen was an artist, humanitarian, environmentalist, wildlife lover and a voracious reader of books. During the 80s and 90s, he gave the people of Assam hope and, in recent years, he gave us moral courage and steel in our spine. He taught us how to overcome personal trauma and not be divided by religion and caste. Truly, Assam meant tea, oil, rhinoceros and Zubeen Garg. He showed us a vision of *Bor Asom* that is, free from hate, fear, suspicion and mistrust. Zubeen will always be our Kanchenjunga. Today, the people of Assam miss him terribly. We want justice for Zubeen Garg. The State government of Assam says that it was a murder. We want to know how during a programme organized by the Government of India a murder was committed on foreign soil. We want justice for Zubeen Garg, and we request the Government of India to give the highest civilian honour to the late Zubeen Garg. Thank you.

SHRI SAPTAGIRI SANKAR ULAKA (KORAPUT): Thank you, Madam Chairperson. I would like to raise a very important issue of my constituency, regarding the Rayagada Railway Rail Division. It was announced way back, around eight years ago, and only last year the inauguration was done by the hon. Prime Minister to set up the Rayagada Railway Division. But, unfortunately, the non-notification of the Railway Division is causing serious problems. All decisions are taken remotely from Visakhapatnam, and when the divisional review meeting occurred, it happened in the Waltair Division. There has been

no divisional review meeting for the Rayagada Railway Division. There is no divisional control office, and there is no local operating, engineering, mechanical, electrical, or S&T setup. There are no coaching depots, pit lines, wash sheds, stabling lines, or wagon examination facilities. This prevents new trains from starting from this particular location. For any new train, it is always stated that local pits, pit lines, washing sheds, etc., are needed.

Through you, Madam Chairperson, I would like to request the hon. Railway Minister to notify the Rayagada Railway Division immediately, as it is causing serious operational problems. We want to establish the DRM office with full departments, including operating, engineering, S&T, mechanical, electrical, etc. We request the establishment of the control unit, wash sheds, stabling lines, C&W depot, and S&T and electrical maintenance facilities. There is a demand from the people for a new daytime train from Koraput to Bhubaneswar via Rayagada. Additionally, we want to extend the Bhubaneswar-Visakhapatnam Vande Bharat train to Koraput, so that the people from Koraput and Rayagada can avail themselves of the Vande Bharat facility. Thank you.

SHRI D. M. KATHIR ANAND (VELLORE): Hon. Madam Chairperson, I rise to expose the glaring neglect and inaction by the Union Government regarding the Vellore Airport at Abdullapuram, Vellore. Even though on-ground works have already largely been completed, yet no commercial flights, no license, and no operational clearance have been granted.

Madam, the Vellore Airport was taken up under the Central UDAN Scheme with an estimate of Rs. 65 crore. Renovation has been underway since

2017, and the basic infrastructure works like terminal building, runway, taxiway, have been completely finished. In September 2023, the airport officials announced that initial signal test and runway lights testing were successfully completed. Moreover, the Prime Minister, during the recent campaign, landed his plane at the Vellore Airport for the campaign purposes.

Madam, Vellore is a major medical, educational, and industrial hub. The lack of a functional airport continues to deprive the region of emergency connectivity. This cannot be dismissed as a delay. It is a deliberate discrimination against a key region of Tamil Nadu.

13.00 hrs

Therefore, I demand that the hon. Minister of Civil Aviation should form a committee, without further delay, including the Members of Parliament and the MLAs to visit the airport and check what is happening there. He should immediately issue an aerodrome license for Vellore airport based on its completed infrastructure and successful tests, and announce the commencement of commercial flight operations without any procedural delay. They must provide a clear timetable with a definite date for opening, and assure that this Government will no longer treat vital infrastructure projects for Tamil Nadu as a second priority.

Madam, Vellore is deprived of the Central funds. For long time, I have been asking for completing the second bridge at Katpadi railway junction as early as possible.(Interruptions) But still it has not been completed.(Interruptions) I wanted to bring it to the notice of this august House. Thank

you, Madam.

श्री बृजेन्द्र सिंह ओला (झुंझुनू) : सभापति महोदया, मेरे झुंझुनू लोक सभा क्षेत्र में फतेहपुर नाम का एक कस्बा है, जो सीकर के बाद सबसे बड़ा शहर है। मेरा आपके माध्यम से सरकार से निवेदन है कि वहां पर एक केन्द्रीय विद्यालय की स्थापना की जाए। फतेहपुर में कृषि विज्ञान केन्द्र है। वहां पर एक एग्रीकल्चर कॉलेज है। वहां पर भेड़ ऊन फार्म है। वहां पर जितने भी केन्द्रीय सरकार के कर्मचारी काम करते हैं, वे तो हैं ही, उनके अलावा वहां पर उस क्षेत्र के किसानों के बच्चे हैं, अल्पसंख्यकों के बच्चे हैं, एससी/एसटी के बच्चे हैं। ऐसा होना चाहिए कि वे भी केन्द्रीय विद्यालय में शिक्षा ले सकें और वर्तमान में जो केन्द्रीय विद्यालय हैं, उनकी दूरी वहां से बहुत अधिक है। सिर्फ सीकर में एक केन्द्रीय विद्यालय है।

सभापति महोदया, मेरा आपके माध्यम से सरकार से और शिक्षा मंत्री जी से आग्रह है कि फतेहपुर, जो कि एक विधान सभा मुख्यालय है, वह सीकर जिले का शहर है और झुंझुनू लोक सभा क्षेत्र के अंतर्गत आता है, उसमें एक केन्द्रीय विद्यालय की स्थापना की जाए, जिससे वहां के सभी जरूरतमंद छात्र वहां पर शिक्षा ग्रहण कर सकें।

श्री मनीश तिवारी (चंडीगढ़) : सभापति महोदया, चंडीगढ़ एक केन्द्र शासित प्रदेश है और वह सीधे तौर पर केन्द्र सरकार के अधीन आता है। चंडीगढ़ में कुछ ऐसे महत्वपूर्ण लोगों के मसले हैं, जो पिछले 25 वर्षों से लंबित हैं। मैं उन मसलों को आपके समक्ष और इस सदन के समक्ष रखना चाहता हूँ जैसे जो ऑनरशिप राइट्स हैं और प्रॉपर्टी की शेयर बाय सेल है, उसके ऊपर अवैध तरीके से रोक लगी है। लोग जो रिलीफ और रिहैबिलिटेशन बस्तियों में रहते हैं, उनके मालिकाना हक का मामला पिछले 25 वर्षों से लंबित है। 22 गांव, जिनकी धरती के ऊपर चंडीगढ़ बसा है, उसमें लाल डोरे को खत्म करने का जो मसला है, वह पिछले 25 वर्षों से लंबित है। लोगों ने चंडीगढ़ हाउसिंग बोर्ड के मकानों में जो नीड बेस्ड चेंजेस किए हैं, उसका मसला भी पिछले दो दशकों से लंबित है। ऐसे ही कोऑपरेटिव हाउसिंग सोसायटीज और ग्रुप हाउसिंग सोसायटीज के कई मसले हैं, जो भी काफी समय से लंबित हैं।

सभापति महोदया, मैं आपके माध्यम से सरकार से यह आग्रह करना चाहता हूँ कि शायद सरकार ने 12 दिसम्बर को इन मसलों के ऊपर गृह मंत्रालय में कोई बैठक रखी है। मेरा अनुरोध यह है कि ये 25 सालों से जो लंबित मामले हैं, उनका कोई न कोई समाधान करके लोगों को जल्दी से जल्दी राहत पहुंचाई जाए।

श्रीमती कृष्णा देवी शिवशंकर पटेल (बांदा) : सभापति महोदया, मैं आपके माध्यम से सदन का ध्यान मेरे क्षेत्र के किसानों की गंभीर समस्या की ओर आकर्षित करना चाहती हूँ। इस बार अनियमित एवं अतिवृष्टि के कारण धान की फसल को भारी नुकसान पहुंचा है। अनेक किसानों के खेत पूरी तरह से जलमग्न हो गए हैं। इससे धान की उपज 40 से 60 प्रतिशत तक प्रभावित हुई है। किसानों पर आर्थिक संकट गहराया है। कटाई-मड़ाई की लागत बढ़ गई है और खरीद केन्द्रों पर उचित मूल्य, एमएसपी पर ब्रिकी में भी समस्याएं आ रही हैं। ऐसी स्थिति में किसानों को तत्काल राहत की आवश्यकता है।

मेरा अनुरोध है कि क्षति का त्वरित सर्वे कर उचित मुआवजा प्रदान किया जाए। फसल बीमा योजना के तहत क्लेम का भुगतान शीघ्र कराया जाए। धान की सरकारी खरीद में किसी भी प्रकार की कटौती या मनमानी न हो। किसानों को पूर्ण एमएसपी दिया जाए और खरीद केन्द्रों की संख्या बढ़ाई जाए। प्रभावित किसानों के लिए ब्याज मुक्त ऋण, पुनर्गठन और अन्य राहतें उपलब्ध कराई जाएं। किसान हमारे अन्नदाता हैं, उनके नुकसान की भरपाई और उचित समर्थन मूल्य सुनिश्चित करना अत्यंत आवश्यक है। धन्यवाद।

माननीय सभापति : माननीय सदस्य श्री मलैयारासन डी. जी - उपस्थित नहीं।

श्री डॉ. रिकी ए. जे. सिंगकोण जी - उपस्थित नहीं।

श्री वामसि कृष्णा गद्दाम जी - उपस्थित नहीं।

श्री श्रीमती कमलजीत सहरावत जी - उपस्थित नहीं।

डॉ. कलानिधि वीरास्वामी जी।

DR. KALANIDHI VEERASWAMY (CHENNAI NORTH): Madam, thank you very much for this opportunity. Madam, I have been repeatedly asking for the last five years for a Kendriya Vidyalaya school in my constituency. This Government had stated that a Kendriya Vidyalaya school will be made available in each and every parliamentary constituency, but sadly, I have been asking for this for last five years: the hon. Railway Minister is also here. Railway Minister Sir, I have one small request. Through the Speaker, I would like you also to be aware about what I am asking for. We have asked for land from the Railway, where they have abundant of land in Chennai, in my North Chennai constituency. When I spoke to the General Manager of Railways, they are willing to hand it over, but the complications are between the Railways Ministry and the Education Ministry, the Kendriya Vidyalaya. To hand over the land is becoming a very challenging issue. Unless these two Ministries co-operate with each other, it is impossible to go ahead with the development of this Kendriya Vidyalaya school. If you look at North Chennai constituency, it is socially and economically a very backward area, where there are plenty of people, labourers, who are living there. Especially, plenty of people from the Railways and the Central Government staff are living in the North Chennai constituency. They all will be benefited if a Kendriya Vidyalaya school is built at the earliest. I hope that Madam, through you, both these Ministries will work together and make the dream of my constituency's people a reality in the near future. Thank you very much.

माननीय सभापति: प्रो. सौगत राय जी - उपस्थित नहीं।

श्री भरत मतुकुमिल्ली जी - उपस्थित नहीं।

श्री निलेश ज्ञानदेव लंके जी - उपस्थित नहीं।

श्री योगेन्द्र चांदोलिया जी।

श्री योगेन्द्र चांदोलिया (उत्तर-पश्चिम दिल्ली): धन्यवाद माननीय सभापति महोदया। शून्य काल के माध्यम से मैं आपका ध्यान अपनी बात की ओर आकर्षित करना चाहता हूं। दिल्ली भारत की राजधानी है और मिनी भारत है। पिछले 26 वर्षों में दिल्ली में जो कांग्रेस और आम आदमी पार्टी की सरकारें थी, उसके कारण स्वास्थ्य सेवाएं बेहाल थीं। मैं जो विषय उठाना चाहता हूं, वह यह है कि दिल्ली और दिल्ली के आस-पास की जो माताएं-बहनें जब दिल्ली में इलाज कराने आती हैं और उसमें जो प्रीमैच्योर डिलीवरी होती है, उसमें अमीर आदमी तो अपना इलाज प्राइवेट अस्पतालों में जा कर करा लेता है, लेकिन ऐसे बच्चों की संख्या बहुत अधिक है, जिनकी प्रीमैच्योर डिलीवरी के कारण मृत्यु हो जाती है। मेरी आपके माध्यम से भारत सरकार के स्वास्थ्य मंत्री आदरणीय जे.पी. नड्डा जी से मांग है कि केन्द्र सरकार के अस्पतालों - कलावती हॉस्पिटल, लेडी हार्डिंग, आरएमएल, सफदरगंज और एम्स के अंदर अलग से ब्लॉक बनाये जाने चाहिए, जिससे गरीब लोगों का इलाज हो और दिल्ली सरकार को भी यहां से एक निर्देश जाना चाहिए कि प्रीमैच्योर डिलीवरी वाले बच्चों की जान बचे, उसके लिए अलग से एक पूरा अस्पताल बने। मैं यह मांग आपके सामने रखना चाहता हूं। आपने मेरी बात को सुना और मुझे बोलने का मौका दिया। आपका बहुत-बहुत धन्यवाद।

सुश्री सयानी घोष (जादवपुर): महोदया, आपने मुझे बोलने का मौका दिया इसके लिए आपका धन्यवाद।

हमारी पश्चिम बंगाल की सरकार का 'द्वारे सरकार' नाम का फ्लैगशिप प्रोग्राम है, जिसे दिसंबर, 2020 में लांच किया गया था। इसका लिट्रल ट्रांसलेशन है - सरकार आपके द्वारा

मतलब, 'Government at your doorstep'. The programme aims to deliver Government services and welfare schemes directly to the people, including senior citizens, persons with disabilities, transgender persons, prisoners, and poor and marginalized groups through outreach camps organised at the gram panchayat and municipal ward levels. मैडम, इस प्रोग्राम को अगर हम सेंट्रल लेवल पर जैसे पीएम आवास योजना और मनरेगा के लिए अगर हम बूथ लेवल कैम्प के तहत जारी कर सकें, जैसे सुश्री ममता बनर्जी जी ने किया है तो मुझे लगता है कि यह सबके लिए अच्छा होगा। पिछड़े वर्ग के लोग जो अल्पशिक्षित हैं और एडमिनिस्ट्रेटिव लोगों के पास नहीं जा सकते हैं, उनकी सुविधा के लिए अगर हम उनके घर तक, उनके द्वार तक सरकार को लेकर जाएं और उनको जो-जो स्कीम की जरूरत है, उसके हिसाब से हम उनको फैसिलिटी दे पाएं तो मुझे लगता है कि यह जनहित में होगा और सभी के लिए अच्छा होगा। आपके माध्यम से मैं चाहती हूं कि सरकार इसका संज्ञान ले। If doorstep delivery of services, including for ration, such as 'Duare Ration' scheme, can be formulated, it would be good.

Thank you very much.

माननीय सभापति: श्रीमती कृति देवी देबबर्मन जी - उपस्थित नहीं।

Shrimati Kanimozhi Karunanidhi Ji.

SHRIMATI KANIMOZHI KARUNANIDHI (THOOTHUKKUDI): Five workers who are Indian citizens from Thoothukudi and Tenkasi districts, Shri Ponnudurai, Shri Puthiyavan, Shri Petchimuthi, Shri Esakkiraja, and Shri Thalapathy Suresh, were working in an electrical company in Mali for six months. On 6th November, 2025, the workers were kidnapped from their camp by terrorists and taken away. Till now, we have no information about what has happened to them, and the

families are really worried. They do not know if those people are alive or what has happened to them.

I urge the Government to take necessary steps to save them and bring them back to India and to their families.

माननीय सभापति: श्री मनीष जायसवाल - उपस्थित नहीं।

श्रीमती भारती पारधी जी।

श्रीमती भारती पारधी (बालाघाट): माननीय सभापति महोदया, मैं आज इस सदन के माध्यम से मेरे निर्वाचित क्षेत्र सिवनी जिले की एक अनोखी और अत्यंत महत्वपूर्ण कृषि उपज सिवनी के जम्बो सीताफल (कस्टर्ड एप्पल) – के लिए भौगोलिक संकेतक टैग (GI टैग) की माँग रखना चाहती हूँ।

सिवनी के छपारा तहसील में 656 हेक्टेयर भूमि में 6,500 मीट्रिक टन से अधिक सीताफल का उत्पादन होता है। यहाँ का सीताफल अपने विशाल आकार (600 ग्राम से लेकर 1 किलो तक), बेहद मीठे स्वाद, और उच्च गुणवत्ता वाले पल्प के कारण देश-विदेश में विशिष्ट पहचान रखता है। जबकि अन्य जिलों में इसका औसत वजन 100 से 150 ग्राम होता है, वहीं सिवनी का सबसे छोटा सीताफल भी 200 ग्राम का होता है।

यह फल पूरी तरह से जैविक होता है – बिना किसी रासायनिक खाद या उर्वरक के। इसकी माँग बांग्लादेश, यूएई, नेपाल, कतर, नीदरलैंड्स और सऊदी अरब तक फैली है। इसे बढ़ावा देने के लिए आजीविका मिशन के अंतर्गत महिला स्व-सहायता समूहों की भागीदारी से पल्प प्रोसेसिंग यूनिट और एफपीओ (FPO) की स्थापना की गई है।

मैं आपके माध्यम से माननीय मंत्री वाणिज्य और उद्योग मंत्रालय से आग्रह करती हूँ कि सिवनी जम्बो सीताफल को शीघ्र GI टैग प्रदान किया जाए, जिससे हमारे किसानों को और उद्यमियों को पहचान मिले, और हमारी ग्रामीण अर्थव्यवस्था को सशक्त बनाया जा सके। धन्यवाद।

डॉ. राजेश मिश्रा (सीधी): महोदया, मैं आपका आभारी हूँ कि आपने मुझे बोलने का अवसर दिया।

महोदया, मैं माननीय रेल मंत्री जी का ध्यान अपने लोक सभा क्षेत्र में निर्माण हो रहे अमृत स्टेशनों की ओर दिलाना चाहता हूँ।

महोदया, मेरे संसदीय क्षेत्र में दो स्टेशनों- शहडोल जिले के बिओहारी और सिंगरौली जिले के बरगवां में अमृत स्टेशन का कार्य चल रहा है। इसके लिए मैं माननीय रेल मंत्री जी को और आपको बहुत-बहुत धन्यवाद देता हूँ। एक चीज मैंने खुद देखी है कि जो निर्माण एजेंसी इस्कॉन कंपनी काम कर रही है, वह बहुत ही निम्न स्तर का कार्य है। उनके द्वारा जो कई जगह दीवारें बनाई गई हैं, वे क्रैक हो गई हैं। जो फर्श बनाया गया है, वह बनने से पहले उद्धाटन भी नहीं हुआ था, वे फट गई हैं। बिल्डिंग की छत से पानी टपक रहा है।

महोदया, मैं आपके माध्यम से माननीय रेल मंत्री जी से निवेदन करना चाहता हूँ कि इस्कॉन लिमिटेड द्वारा जो कार्य कराया जा रहा है, चूंकि रेलवे हमेशा से एक उत्कृष्ट कार्य के लिए जाना जाता है, रेलवे के 50-60 साल पहले के काम भी आज देखने लायक हैं, इनकी जांच कराई जाए। इस तरह से निर्माण कार्य में जो त्रुटि है, उसको ठीक किया जाए। उनसे रिकवरी की जाए और जो अधिकारी और ठेकेदार हैं, उनके विरुद्ध भी कार्रवाई की जाए। आपने मुझे बोलने का अवसर दिया, इसके लिए आपका बहुत-बहुत धन्यवाद।

माननीय सभापति: माननीय सदस्य डॉ. काकोली घोष दस्तीदार जी - उपस्थित नहीं।

माननीय सदस्य, श्री जगदम्बिका पाल जी।

श्री जगदम्बिका पाल (डुमरियागंज): सभापति महोदया, मैं आपका अत्यंत आभारी हूँ कि आपने मुझे एक लोक महत्व के प्रश्न को उठाने की इजाजत दी है। मैं आपके माध्यम से माननीय रेल मंत्री जी का भी ध्यान आकृष्ट करना चाहता हूँ। हमारी भारतीय रेल ने पूरे देश में विस्तार किया है। अब इस कनेक्टिविटी को नेपाल के साथ भी जोड़ सकें, उस दिशा में भारत-नेपाल की नो मैन्स लैंड पर

बढ़नी रेलवे स्टेशन पर आपने वाशिंग पिट भी दे दिया। आज बढ़नी पूरे नेपाल का गेटवे है। आपने सिद्धांत: इस बात को स्वीकार भी किया है कि नेपाल में स्थित काठमांडू, पोखरा, बुटवल से भारत और नेपाल की 'मैत्री' विस्तार और नेपाल की एक मनी ऑर्डर इकोनॉमी भारत पर निर्भर है। भारत के साथ जिस तरह के रिश्ते हैं, उसके लिए वहां से हमारे यहां के चार महानगर, दिल्ली, मुंबई, कोलकाता, चेन्नई से जोड़ने की बात हुई है। उस दिशा में कार्रवाई भी हुई है।

पूरे देश में न केवल भारत को बल्कि नेपाल को भी उस कनेक्टिविटी से पर्यटन तथा हर तरह के व्यावसायिक दृष्टिकोण का लाभ होगा। मैं आपके माध्यम से बढ़नी से, नो मैन्स लैंड से, देश के चार महानगरों के लिए ट्रेन चलाए जाने की मांग करता हूं।

एडवोकेट गोवाल कागडा पाडवी (नन्दुरबार): सभापति महोदया, मैं इस सदन को याद दिलाना चाहता हूँ कि 1931 की जनगणना के दौरान, जब देश में ब्रिटिश शासन था, तब जिन्हें हम आज गर्व से एसटी, यानी आदिवासी कहते हैं, उन्हें एक अलग श्रेणी ट्राइबल के अंतर्गत गिना गया था। यह श्रेणी हिन्दू, मुस्लिम, ईसाई, सिख, जैन, बौद्ध, पारसी और यहूदी जैसे प्रमुख धर्मों के साथ बराबरी से सूचीबद्ध थी। उस जनगणना में 82,50,000 से ज्यादा आदिवासियों को अलग दर्जा दिया गया था और साथ ही यह भी कहा गया था कि आदिवासियों की विशिष्ट सामाजिक, सांस्कृतिक और आध्यात्मिक पहचान किसी अन्य संगठित धर्म के साथ समाहित नहीं होती है।

मैं आपको यह भी बताना चाहता हूँ कि कांस्टिट्यूशन ऑर्डर, 1950 में भी कहा गया है और उसी तरह से कार्मिक एवं प्रशिक्षण विभाग की गाइडलाइन्स के दिशा-निर्देशों की भावना के भी विरुद्ध है, जो स्पष्ट रूप से कहता है कि अनुसूचित आदिवासी की स्थिति धर्म से स्वतंत्र है।

मैं आपको याद दिलाना चाहता हूँ कि, In 2011 in Ram Ratan Case, the hon. Supreme Court noted that the Scheduled Tribes in Madhya Pradesh, like the Gonds, have distinct customary and religious practices. Their customary laws govern their social life and not the codified laws.

In 2020 also, the hon. Supreme Court made an observation regarding the separate Sarna religious code for the adivasis. The Union Government has acknowledged in affidavits that many tribals do not identify as Hindu, but are Sarna followers or traditional animists.

In 2021, the Orissa High Court also confirmed and requested the Government to adopt a separate Sarna religion in the Census for tribal faiths.

मैं सरकार से यह मांग करता हूँ कि ट्राइबल या आदिवासी को जनगणना प्रपत्र और सभी सरकारी अभिलेखों में एक वैध और अलग धार्मिक श्रेणी के रूप में मान्यता दी जाए, ताकि हमारे आदिवासी भाई-बहनों की पहचान कभी भी कमजोर तरीके से प्रस्तुत न की जाए। मैं भारत सरकार से आग्रह करता हूँ कि हम अपने संविधान की भावनाओं का सम्मान करें और आदिवासियों की सांस्कृतिक विलुप्ति से बचाएं। हम अपने उन पूर्वजों की विरासत का सम्मान करें, जिन्होंने हमारे जंगल, जमीन और अद्वितीय जीवन पद्धति की रक्षा के लिए संघर्ष किया है।

***SHRI GURJEET SINGH AUJLA (AMRITSAR):** Thanks, hon. Chairperson Madam. I would like to draw your attention towards the deteriorating law and order situation in Punjab. Nowadays, a number of murders are taking place in Punjab. Innocent people are being killed. They are hardworking and honest people and doing their businesses. Jailed gangsters and such elements even operating from abroad are getting these people killed and ransom is being asked from them. Punjab Government has completely failed on this issue.

I would like to state that a high level enquiry is required on this

* English translation of the speech originally delivered in Punjabi.

issue. Gangsters operating from the foreign soil are utilizing our poor people for their petty gains. Generating employment is an urgent need of Punjab. Secondly, an enquiry by a sitting judge is required to know as to how these people have turned gangsters and political parties are using them as a tool.

Aam Adami Party has utilized these people in the election of Dera Baba Nanak. Akali Dal gave ticket to a family member of a gangster. BJP is also patronizing a gangster in Sabarmati jail who is getting people killed. An enquiry by a sitting judge is required so that the culprits bringing these people to this juncture can be punished.

I have to state that the law and order situation has worsened and people are planning to move outside the country and some have already left. Our Chief Minister has gone to Japan for seeking investment. I would like to ask that who is responsible for the plight of our investment that is being moved abroad. The Central Government must intervene in the matter and provide safety to our people.

माननीय सभापति: श्री बाबू सिंह कुशवाहा – उपस्थित नहीं।

डॉ. मन्ना लाल रावत (उदयपुर) : माननीय सभापति महोदया, बहुत-बहुत धन्यवाद। हम सभी जानते हैं कि भील जनजाति देश की सबसे बड़ी अनुसूचित जनजाति में से एक है और चाहे हल्दीघाटी का युद्ध हो या मानगढ़ धाम का बलिदान, भीलों ने हमेशा ही आदिदेव महादेव को साथ में लेकर आंदोलन किया है और आक्रांताओं का मुकाबला किया है। जो भील जनजाति है, वह गुजरात, राजस्थान और मध्य प्रदेश में निवास करती है, जिनकी जनसंख्या लगभग 3 करोड़ से ज्यादा है। महत्वपूर्ण बात यह है कि विगत दिनों में केंद्र सरकार ने बहुत सारी योजनाएं चलाई हैं और बहुत

महत्वपूर्ण योजना चलाई हैं। मैं आपके माध्यम से एक प्रश्न की तरफ सरकार का ध्यान आकर्षित करता हूं। माननीय मोदी जी की सरकार ने 'प्रधानमंत्री जनमन योजना' और 'धरती आबा योजना' से जो सेचुरेशन वाली स्थिति में काम किया है, लेकिन एक महत्वपूर्ण प्रश्न यह भी है कि गुणवत्तायुक्त शिक्षा के लिए नॉर्थ ईस्ट और तेलंगाना में एक-एक सेंट्रल ट्राइबल यूनिवर्सिटी की स्थापना की है। यह जो भील क्षेत्र है इसमें लगभग तीन से साढ़े तीन करोड़ जनजाति समाज के लोग निवास करते हैं, लेकिन वहां पर कोई भी सेंट्रल ट्राइबल यूनिवर्सिटी नहीं है। मेरी सरकार से मांग है कि जिस प्रकार से 'धरती आबा जनजातीय ग्राम उत्कर्ष अभियान' योजना चलाई है। इसमें से दक्षिणी राजस्थान में या गुजरात का जो बार्डर एरिया है, उसमें एक ट्राइबल यूनिवर्सिटी की स्थापना की जाए। यह 275(1) के तहत हो सकता है, एक बड़ी योजना हो सकती है। साथ ही मैं यह भी कहना चाहता हूं कि जनजाति समाज पूरे देश में हिंदू समाज है। जिस प्रकार से अलग धर्म कोड की यहां पर मांग की गई है, यह बहुत गलत है। मैं इस पर आपत्ति करता हूं, देश की 720 जनजातियां इस पर आपत्ति करती हैं। धन्यवाद।

SHRI ISHA KHAN CHOUDHURY (MALDAHAKSHIN): Respected Madam Chairperson, I would like to bring to your kind notice a matter of great concern about Malda airport, which is a non-operational airport of the Airports Authority of India.

The airport became operational in 1960 offering direct flights to Kolkata, Delhi, and Guwahati. However, operations were halted in 1972 due to the Bangladesh War. In 1980, with the concerted efforts of late A. B. A. Ghani Khan Choudhury, the airport was revived and continued to be operational until 1989.

In order to revive the airport operations, the Government of India signed an MoU with the Government of West Bengal on 29th June, 2016 for the lease

of 114 acres of land for 30 years to develop the airport under the national RCS-UDAN Scheme. Furthermore, the Civil Aviation Ministry requested the State Government to confirm that the land is free from encumbrance and to guarantee the provision of essential services such as security, fire, and meteorological support for the operation and management of the airport.

However, it has been nine long years since the MoU was signed between the Central Government and the State Government, and there is no visible progress for this much needed project. Due to Malda's growing economic significance and strategic location, as a midpoint between North and South Bengal, the revival of this airport will significantly enhance trade, tourism, and regional connectivity.

I would request the Civil Aviation Minister to immediately intervene in order to expedite the approval and execution of Malda airport for the economic and tourism growth of the people of Malda and West Bengal. Thank you.

श्री राहुल कस्वां (चुरु): महोदया, मैं आपके माध्यम से एक बहुत ही महत्वपूर्ण मुद्दे के ऊपर ध्यान आकर्षित कराना चाहूंगा। हमारे देश के अंदर किसान क्रेडिट कार्ड की लिमिट 3 लाख रुपये प्रति हेक्टेयर है। इसके तहत किसानों को बुआई के समय पर सब्सिडाइज्ड इंटरेस्ट रेट पर पैसा मिलता है और उनको इसका फायदा मिलता है। सरकार ने वर्ष 2025-26 के बजट के अंदर इस लिमिट को इनक्रीज करके 3 लाख रुपये से बढ़ाकर 5 लाख रुपये करने की घोषणा की।

आज हम इस फाइनेंशियल ईयर के थर्ड क्वार्टर में खड़े हैं। आज तक इस घोषणा के क्रियान्वयन का नोटिफाई नहीं हुआ है। गवर्नमेंट ऑफ इंडिया ने 3 लाख रुपये की लिमिट को 5 लाख रुपये बढ़ाने की जो बात कही है, उसको आज तक बैंक्स मानने को तैयार नहीं हैं। थर्ड क्वार्टर

आने के बावजूद भी केसीसी धारक को प्रति हेक्टेअर 5 लाख की जो लिमिट मिलनी चाहिए थी, उस घोषणा को भारत सरकार नोटीफाई करे।

मैं राजस्थान प्रदेश से आता हूं। आज की तारीख में एमएसपी के ऊपर तो इनक्रीजिंग हुई है, पर सोइंग एरिया की जो इनपुट कॉस्ट है, वह भी बहुत इनक्रीज हुई है। यह जो 5 लाख रुपये की लिमिट है, वह बहुत छोटी लिमिट है। इस लिमिट को बढ़ाकर 10 लाख रुपये प्रति हेक्टेअर किया जाए, ताकि किसानों को उसका लाभ मिले। सरकार अपने किए हुए वायदे को थर्ड क्वार्टर तक भी पूरा नहीं कर पाई है। इसके ऊपर गवर्नमेंट सीरियसली इंटरवीन करके, 3 लाख रुपये की लिमिट बढ़ाकर जो 5 लाख रुपये की है, उसको हैंड टू हैंड नोटीफाई करने का काम करे।

DR. RABINDRA NARAYAN BEHERA (JAJPUR): Madam, thank you for giving me this opportunity to put forth my views after a long time, during 'Zero Hour'.

My submission to the hon. Minister of Electronics and IT is this. Will the Minister of Electronics and IT please state what steps have been taken by Government of Odisha, Odisha Computer Application Centre or National Informatics Centre, STPI and other agencies for implementation of Artificial Intelligence for improving governance in the State? Is there any specialized AI-driven application developed and implemented in the area of agriculture and grievance redressal system?

HON. CHAIRPERSON: Shri Brijmohan Agrawal.

... (*Interruptions*)

HON. CHAIRPERSON: Dr. Sharmila Sarkar.

DR. SHARMILA SARKAR (BARDHAMAN PURBA): Madam, thank you for

giving me the opportunity to speak on current status of AIIMS, Kalyani of West Bengal. When the AIIMS at Kalyani was approved in October 2015, it was hoped that it would provide state-of-the art healthcare to the people of Bengal and function as a viable alternative to AIIMS, Delhi. However, 10 years down the line, critical operational deficiencies have severely crippled its functioning. Out of a total 309 sanctioned faculty posts in 2025-26, 139 posts are vacant, that is 45 per cent posts are still lying vacant. Similarly, out of 221 non-faculty sanctioned posts, 55 per cent of the seats are vacant. These manpower shortages gravely compromise patient services, teaching and researches.

AIIMS, Kalyani was envisaged as a 960-bedded hospital with all modern facilities, yet currently, only 568 beds are operational, and critical care is also crippled with only 16 functional beds in trauma and emergency services, and not a single ventilator ambulance is available there. These shortfalls are causing immense hardship to patients with a waiting period of 6 to 12 months or more to get an operation date. The staff shortages also impose disproportionate workload and mental pressure on the existing staff.

Hence, I urge the Government to urgently intervene to ensure that AIIMS, Kalyani delivers its promise of delivering affordable, accessible and advanced health care without any further delay.

SHRI PRATAP CHANDRA SARANGI (BALASORE): Namaskar Madam. I thank you for giving me this opportunity to raise an important matter in 'Zero Hour'. I rise to draw the attention of this august House to a matter of significant

national importance. The East Coast Canal is a critical waterway that has the potential to transform connectivity, logistic efficiency, and economic growth across our eastern coastal belt.

The canal, originally conceptualised during 19th century and further mapped under the National Waterways Act, 2016, forms a vital stretch of National Waterway No.5, connecting West Bengal and Odisha through an integrated network of rivers and tidal channels. As per the Inland Waterways Authority of India assessments, this alignment can decongest highways, reduce carbon emissions, and enable cost-effective movement of minerals, agricultural produce, and coastal cargo.

However, despite its strategic value, the canal remains under developed. This situation has arisen because persistent siltation has rendered major stretches non-navigable and has been delayed by issues such as low initial viability, land acquisition hurdles, high capital requirements for dredging, embankment strengthening, and the need for multiple environmental and CRZ clearance.

The vision of Purvodaya, as articulated by the hon. Prime Minister, can be realised if the East Coast Canal is fully developed and integrated into a broader connectivity framework of the eastern region in a timely manner. This will further strengthen the MSME ecosystem by providing them with a cost-efficient logistics corridor. I have approached the Minister time and again with letters and personally discussed with him, but it has not been materialised.

I, therefore, urge the Ministry of Ports, Shipping, and Waterways to expedite all remaining approvals, inter-agency clearances, and project implementation processes to ensure the timely revitalisation of the East Coast Canal, which was also a part of our election manifesto. Namaskar.

श्री धर्मेन्द्र यादव (आज़मगढ़): माननीय सभापति महोदया, मैं उत्तर प्रदेश से लेकर बिहार, बंगाल, झारखंड, मध्य प्रदेश, राजस्थान और बाहर के देशों के बारे में बताना चाहता हूं कि यहां पूरा का पूरा नकली कफ सिरप का रैकेट चल रहा है। मैं आपके माध्यम से इसके बारे में सदन और देश को अवगत कराना चाहता हूं।

सभापति महोदया, बनारस सेंट्रल बार एसोसिएशन के उपाध्यक्ष राजा आनंद ज्योति सिंह जी इसी कफ सिरप के कारण लगभग एक साल पहले खत्म हो गए। उनकी पत्नी भारती सिंह जी ने बताया कि वह एक साल बनारस पुलिस के यहां दर-दर भटकती रहीं और उनकी कोई एफआईआर स्वीकार नहीं हुई। जब यह बात मीडिया के माध्यम से बाहर निकलकर आई तो हमारे राष्ट्रीय अध्यक्ष आदरणीय अखिलेश यादव जी ने प्रेस कांफ्रेंस की और ट्वीट किया तब जाकर बनारस की पुलिस सक्रिय हुई। मसला यह है कि उत्तर प्रदेश के पूर्वांचल और विशेषकर बनारस के आसपास जौनपुर, चंदौली, गाजीपुर, आज़मगढ़ और भदोही के इलाकों में नकली कफ सिरप का रैकेट चल रहा है। मध्य प्रदेश, राजस्थान, बंगाल और देश के बाहर बंगलादेश और साउथ अफ्रीका तक रैकेट द्वारा नकली कफ सिरप की सप्लाई की गई और इससे सैकड़ों बच्चे खत्म हो गए।

सभापति महोदया, अफसोस की बात है कि जब भारती सिंह जी शिकायत करती हैं तो पुलिस ध्यान नहीं देती है, वैसे तो उत्तर प्रदेश में जीरो टॉलरेंस, बुल्डोजर से लेकर तमाम बातें की जाती हैं। ... (व्यवधान) सभापति जी, आप महिला हैं और आप बच्चों का दर्द समझ सकती हैं।

माननीय सभापति: आप अपनी बात कम्पलीट कीजिए।

... (व्यवधान)

श्री धर्मेन्द्र यादव (आज़मगढ़): आप सोचिए कि वहां बच्चों की क्या हालत है, जहां का प्रतिनिधित्व माननीय प्रधान मंत्री जी कर रहे हैं। माननीय मुख्य मंत्री जी बनारस में महीने में कम से कम चार-पांच दौरे करते हैं। बनारस में एक जाति विशेष के माफिया लोग पूरा रैकेट संचालित कर रहे हैं और उन्होंने दो हजार करोड़ रुपये से ज्यादा का व्यापार कर लिया, हमें रुपये पर आपत्ति नहीं है, लेकिन जब मासूमों की जान चली जाती है तो उस परिवार पर क्या बीतती होगी, आप महिला होने के नाते इस बात को समझ सकती हैं। माफिया लोगों की आंखों में पानी नहीं है, संवेदना नहीं है, बच्चे मरें तो मरें, बजुर्ग मरें तो मरें, लेकिन इनके पैसे की कमाई होनी चाहिए।

सभापति महोदया, मैं आपके माध्यम से यह कहना चाहूंगा, क्योंकि यहां पर केन्द्र सरकार के मंत्रीगण बैठे हुए हैं, वे इस विषय की जांच कराएं। जो रैकेट था, मैं पूर्वांचल के जिन जिलों की बात कर रहा हूं, उन माफियाओं ने करोड़ों रुपये की गाड़ियां गिफ्ट की हैं। अगर आप कहेंगी, तो मैं उनके नामों की पूरी जानकारी दे दूंगा, गाड़ियों के मॉडल्स के बारे में बता दूंगा। उन्होंने आय कर भरते समय अपनी आय में उसको कहीं नहीं दिखाया है। यह रैकेट प्रधानमंत्री जी के संसदीय क्षेत्र में फैला हुआ है।

माननीय सभापति: माननीय सदस्य, आप भारत सरकार से क्या मांग करना चाहते हैं?

श्री धर्मेन्द्र यादव: सभापति महोदया, मैं आपके माध्यम से माननीय प्रधानमंत्री जी से कहूंगा कि आपकी क्षेत्र में बदनामी हो रही है। इस पर कठोरतम कार्रवाई करनी चाहिए।

माननीय सभापति: श्री जुगल किशोर – उपस्थित नहीं।

श्री श्रीरंग आप्पा चंदू बारणे जी।

श्री श्रीरंग आप्पा चंदू बारणे (मावल): माननीय सभापति महोदया, मैं आपका ध्यान एक विषय की तरफ आकर्षित करना चाहता हूं। पुणे से बेंगलुरु जाने के लिए राष्ट्रीय राजमार्ग संख्या 48 है, जो

कात्रज सुरंग व नवले ब्रिज से होकर गुजरता है। उसकी ढलान बहुत अधिक है, जिसके कारण वहां प्रत्येक हफ्ते कोई न कोई दुर्घटना होती रहती है। 13 नवंबर को एक दुर्घटना हुई थी, जिसमें आठ लोगों की जानें चली गई थीं और 22 लोगों को गंभीर चोटें आई थीं। अब तक नवले ब्रिज पर 100 से अधिक लोगों की जानें जा चुकी हैं।

महोदया, मैं आपके माध्यम से सरकार से यह आग्रह करता हूं कि वहां पर एक सेफ्टी ऑडिट किया जाए और उस ढलान को सुधारा जाए। अगर वहां एक सर्विस रोड बना दी जाती है, तो विभिन्न दुर्घटनाओं में जिन लोगों की जानें चली जाती हैं, तब ऐसा नहीं होगा। नवले ब्रिज को उच्च प्राथमिकता दुर्घटना नवीकरण क्षेत्र घोषित किया जाए। राष्ट्रीय राजमार्ग होने की वजह से वहां से बहुत सारे हैवी ट्रक्स निकलते हैं, जिससे वहां हैवी ट्रैफिक जाम रहता है और कई बार दुर्घटनाएं भी घटित हो जाती हैं।

सभापति महोदया जी, मैं आपके माध्यम से सरकार का ध्यान इस ओर आकर्षित करना चाहता हूं कि ऐसा किया जाए, जिससे निकट भविष्य में वहां पर दुर्घटनाएं न हों और आम लोगों की जानें न जाएं, तो अच्छा होगा।

श्री इमरान मसूद (सहारनपुर): सभापति महोदया, मैं आपके माध्यम से इस सदन का ध्यान टीटीई निर्णय परीक्षकों की सेवा-सुरक्षा हेतु विधायी हस्तक्षेप की मांग की तरफ आकर्षित कराना चाहता हूं। मैं इस सम्माननीय सदन का ध्यान लाखों शिक्षकों की सेवा-सुरक्षा एवं आजीविका से जुड़े हुए एक अत्यंत गंभीर विषय की ओर आकर्षित कराना चाहता हूं।

सभापति महोदया, सितंबर, 2025 को माननीय सर्वोच्च न्यायालय द्वारा दिए गए निर्णय में कक्षा एक से आठ तक के सभी शिक्षकों के लिए नियुक्तियों की तिथि चाहे जो भी हो, शिक्षा पात्रता परीक्षा को अनिवार्य कर दिया गया है। इस निर्णय से प्रदेश सहित देश भर के लगभग 20,00,000 शिक्षकों का क्वालिफाइड और एग्जैम्प्टेड दर्जा संकट में पड़ गया है। अनेक शिक्षक, जो शिक्षा का अधिकार अधिनियम, 2009 व एनसीटीई, 2010 की अधिसूचना के अनुसार विधिपूर्वक नियुक्त एवं

विधिसम्मत रूप से मुक्त श्रेणी में दर्ज थे, वे आज असामंजस्य, तनाव व असुरक्षा की स्थिति में पहुंच गए हैं।

सभापति महोदया, यह विदित है कि आरटीआई अधिनियम और टेट की बाध्यता देश के विभिन्न राज्यों में भिन्न-भिन्न तिथियों से प्रभावी हुई है। उत्तर प्रदेश में इसकी प्रभावी स्थिति 27 जुलाई, 2011 है। नवीन निर्णय ने इन वैधानिक नियमों की उपेक्षा करते हुए हजारों शिक्षकों को अचानक असुरक्षित स्थिति में लाकर खड़ा कर दिया है। इसका प्रतिकूल प्रभाव न केवल उनके मनोबल पर पड़ेगा, बल्कि विद्यालयी शिक्षा की स्थिरता पर भी पड़ेगा।

सभापति महोदया, मेरी केन्द्र सरकार से विनम्र मांग है कि इस निर्णय को केवल वैचारिक रूप से लागू करने के लिए आवश्यक कदम उठाए जाएं, ताकि प्रभावी अधिसूचना की तिथि से पूर्व शिक्षकों का वैधानिक दर्जा सुरक्षित रह सके। सरकार पुनर्विचार याचिका दायर करने तथा आवश्यकता पड़ने पर शिक्षा का अधिकार अधिनियम, 2009 में उपयुक्त संशोधन लाने पर भी विचार करे, ताकि देश भर के शिक्षकों की सेवा, अधिकार और सम्मान की रक्षा हो सके।

श्री चंदन चौहान (बिजनौर): सभापति महोदया, मैं इस सदन का ध्यान एक अति महत्वपूर्ण व लोकहित के मुद्दे की तरफ आकर्षित कराना चाहता हूं। पिछले माह की 26 तारीख को पश्चिमी उत्तर प्रदेश की 22 जिलों की बार काउंसिलों के अध्यक्षों और सदस्यों ने सभी सांसदों का घेराव किया था। एक अति महत्वपूर्ण मांग, जो सन् 1981 से चली आ रही है, वह मांग उत्तर प्रदेश के इलाहाबाद हाइकोर्ट की बेंच की है। उसे लेकर ध्यानाकर्षित करने के लिए सभी का धरना और आंदोलन चलता आया है।

सभापति महोदया, मैं आपके माध्यम से कानून मंत्री जी और सरकार का ध्यान आकर्षित करना चाहता हूं। मैं बिजनौर से आता हूं। बिजनौर, मुजफ्फरनगर, सहारनपुर, शामली, बागपत और मेरठ से हमारे प्रदेश का हाइकोर्ट लगभग 700 किलोमीटर दूर है। अन्य प्रदेशों जैसे पंजाब, हरियाणा, हिमाचल प्रदेश, दिल्ली, उत्तराखंड, राजस्थान और यहां तक कि लाहौर जैसी अन्य देशों की हाइकोर्ट

भी इनसे नज़दीक हैं। सुलभ न्याय की व्यवस्था नागरिकों का महत्वपूर्ण हक है। एडवोकेट्स आदि के अन्य विषय भी हैं। मुझे ध्यान है कि मेरे दादा जी भी सन् 1978 में प्रदेश के उप-मुख्यमंत्री रहे थे, तब भी यह मांग की गई थी। मेरे पिताजी ने भी इसी सदन में यह मांग उठाई थी और आज मैं भी इसी मांग को उठा रहा हूँ। मुझे आशा है कि सरकार और कानून मंत्री द्वारा इस जायज़ मांग को स्वीकार करके तमाम नागरिकों के लिए न्याय मिलने का काम होगा। आपका बहुत-बहुत धन्यवाद।

*** SHRIMATI SUPRIYA SULE (BARAMATI):** Honorable Madam Chairperson, there was a heavy downpour in Maharashtra last month and yesterday Hon'ble Minister Shivraj Singh Chauhan made a statement that, due to heavy rains standing crops on 14 lakh hectares of land have been washed away and farmers are in a great trouble. Therefore, agricultural minister asked the state government to send the proposal to waive off farm loans and provide help to Maharashtra. But it is unfortunate that the Agriculture Minister himself said that, no proposal has been received from the Maharashtra government yet.

When this government came to power, the Chief Minister repeatedly said that we would waive off the loans of farmers and help the farmers of Maharashtra in the heavy rains and flood conditions. Leaders were using helicopters for campaigning in the recently held panchayat raj elections. This is the first time that such incidents of fighting, gunshots, etc. have taken place during the Panchayat elections. This has never happened in the history of Maharashtra. There was no transparency in this elections. The Chief Minister himself said that

* English translation of the speech originally delivered in Marathi.

the Election Commission did not do its job properly and efficiently.

On the one hand, the farmers are in trouble and still justice has not done to them. On the other hand, such kind of chaos never happened in the Panchayat elections in the political history of Maharashtra. Therefore, the Government of India should request the Government of Maharashtra and invite proposals so that the farmers of Maharashtra can be helped timely. Thank you.

डॉ. निशिकान्त दुबे (गोड्डा): सभापति महोदया, अभी वोटर लिस्ट का पुनरीक्षण चल रहा है। मैं इन बातों को लगातार पिछले 10-12 सालों से पार्लियामेंट के अंदर उठाता रहा हूँ। मेरा इलाका संथाल परगना है, जहां से मैं सांसद हूँ। वर्ष 1951 में वहां आदिवासियों की आबादी 45 परसेंट थी। अभी जब वर्ष 2011 की जनगणना हुई, तो वह केवल 26-27 परसेंट है। जब वर्ष 2026-27 में जनगणना होगी, तो मुझे लगता है कि वह 21 या 22 परसेंट हो जाएगी।

यहां हम आदिवासियों की बात करते हैं, आदिवासियों की सुरक्षा की बात करते हैं। लगभग 50 परसेंट आदिवासी गायब हो गए हैं। हमारे यहां मुसलमानों की आबादी नौ परसेंट थी। अब वह 24 परसेंट हो गई है। पूरे देश में मुसलमान केवल चार परसेंट बढ़े हैं। यह हिन्दू और मुसलमान का सवाल नहीं है। हमारे यहां मुसलमान 15 परसेंट बढ़े हैं, जहां विस्थापन है, जहां पलायन है और जहां रोजगार के कोई साधन नहीं हैं। ये कौन से लोग हैं?... (व्यवधान) ये सभी बांग्लादेशी घुसपैठिये हैं, जो हमारे यहां आ गए हैं।... (व्यवधान) ये सारा अपोजीशन उनसे वोट प्रभावित करके चुनाव जीतता है।... (व्यवधान) मेरा आपके माध्यम से आग्रह है कि मालदा, मुर्शिदाबाद, कालियाचक, अररिया, किशनगंज, साहबगंज, पाकुड़ और पूर्णिया, जहां का मैं इंचार्ज भी था, इन सभी के लिए एक कोहेसिव प्लान बनाया जाए, बीएसएफ को पूरा अधिकार दिया जाए और एनआरसी लागू करके सभी बांग्लादेशी घुसपैठियों को घसीटकर बाहर किया जाए। जय हिन्द, जय भारता।

श्री बिप्लब कुमार देब (त्रिपुरा पश्चिम): माननीय सभापति महोदया, मैं आपके माध्यम से अगरतला

के एमबीबी एयरपोर्ट को इंटरनेशनल एयरपोर्ट घोषित करने हेतु विषय उठाना चाहता हूं।

सभापति महोदया, अगरतला एयरपोर्ट 1,000 अंतर्राज्यीय और 200 अंतर्राष्ट्रीय यात्रियों की क्षमता से संपन्न है। इसके अलावा इसमें 20 चेक-इन काउंटेर्स हैं, चार यात्री बोर्डिंग ब्रिजेज भी हैं और इस एयरपोर्ट की सालाना तीन मिलियन यात्रियों की क्षमता है। इसमें 18.85 करोड़ रुपए की राशि का त्रिपुरा सरकार ने एयरपोर्ट अथॉरिटी ऑफ इंडिया को भुगतान किया है। गृह मंत्रालय, भारत सरकार ने एमबीबी हवाई अड्डा, अगरतला के इमीग्रेशन काउंटेर्स के लिए विभिन्न रैंक्स के 25 पुलिसकर्मियों की तैनाती की मांग की थी। उस मांग को भी त्रिपुरा सरकार ने पूरा कर दिया है। वहां आईएलएस सिस्टम है, ग्राउंड लाइटिंग सुविधा भी वहां है और दिनांक 4.1.2023 को एमबीबी हवाई अड्डे को सीमा शुल्क चैक पोस्ट घोषित कर दिया गया है।

मैं आपके माध्यम से माननीय गृह मंत्री जी और सिविल एविएशन मंत्री जी से निवेदन करना चाहता हूं कि अगरतला एयरपोर्ट को इमीडिएटली इंटरनेशनल एयरपोर्ट घोषित करने की कृपा करें। वहां सभी टेक्निकल कार्यवाही हो चुकी है। अतः वहां इमीग्रेशन पोस्ट अधिसूचित करने की कृपा करें और वहां अंतर्राष्ट्रीय उड़ान संचालन जल्दी से जल्दी शुरू करें। धन्यवाद।

SHRIMATI JUNE MALIAH (MEDINIPUR): Thank you, Madam. Sorry my voice would not sound the normal way, thanks to the Delhi pollution. It has got the better of my voice. Madam, the Mahatma Gandhi National Rural Employment Guarantee Scheme, the MGNREGA, has been stopped in West Bengal, depriving nearly 59 lakh beneficiaries. Under the scheme, the Union Government continues to owe the State more than Rs. 43,000 crore in pending payments.

The Calcutta High Court, in its recent judgment, directed the Union Government to resume MGNREGA Scheme operations in West Bengal by 1st

August, 2025. Despite this clear order, the Union Government has neither restored the Scheme nor released the funds due to the State's workers. Instead, it filed a petition before the Supreme Court challenging the High Court's order.

In a way, even the Supreme Court stood with the Mamata Banerjee Government and upheld the decision on resumption of the MGNREGA Scheme. In total, the Union Government's outstanding dues across various commitments amount to nearly Rs 2 lakh crore, Madam.

Depriving States of their rightful dues, shatters the foundation of cooperative federalism and the very ethos of the Constitution. Thus, I request, I urge rather, the Union Government to restart the MGNREGA Scheme and disburse the amount owed at the earliest. *Jai Bangla*.

श्री राजकुमार चाहर (फतेहपुर सीकरी): माननीय सभापति महोदया, धन्यवाद। मैं आपके माध्यम से सरकार का ध्यान उत्तर प्रदेश के आगरा शहर की ओर दिलाना चाहता हूँ। आगरा में ताजमहल है और ताजमहल बहुत ही खूबसूरत है। लेकिन, ताजमहल की खूबसूरती आगरा की जनता के लिए श्राप बन गई है। इसका कारण यह है कि ताजमहल की खूबसूरती न चली जाए, इस कारण से वहां Taj Trapezium Zone (टीटीज़ेड) और एनजीटी है। टीटीज़ेड और एनजीटी के कारण आगरा में न तो उद्योग लग पाते हैं और न ही फैक्ट्रीज़ लग पाती हैं। आगरा का नौजवान बेरोजगार घूम रहा है।

मैं आपके माध्यम से सरकार का ध्यान दिलाना चाहता हूँ कि आगरा में दिल्ली से आगरा तक एक्सप्रेसवे है और लखनऊ से आगरा तक एक्सप्रेसवे है। आगरा से ग्वालियर के लिए भी नया एक्सप्रेसवे बन रहा है और आगरा से जयपुर के लिए भी एक्सप्रेसवे है। आगरा दिल्ली से बहुत नज़दीक है। हमारे पास एक ही रास्ता बचता है। वह एक ही रास्ता यह है कि फैक्ट्री और उद्योग तो बाध्यता के कारण लग नहीं सकते, लेकिन पूरे देश भर का आईटी का हब आगरा में बनाया जा सकता

है।

अतः मेरी आपके माध्यम से सरकार से यह मांग है कि आगरा के बेरोजगारों को ध्यान में रखते हुए और आगरा की जनता के हित में आगरा को आईटी का हब बनाया जाए, जिससे वहां के लोगों को न्याय मिल सके और ताजमहल की खूबसूरती भी इसी तरह बनी रहे। धन्यवाद।

SHRI SHREYAS M. PATEL (HASSAN): Thank you, hon. Chairperson, Madam. I rise to highlight an urgent matter concerning my constituency Belur-Hassan section of National Highway-373. Although work has already been awarded and an agreement has been executed, the project has not been grounded due to the non-approval of revised cost estimate. At present, it is pending with the Regional Officer, Bengaluru to review the land acquisition award.

Due to the administrative delay, the appointment date has not been declared and the agency is unable to commence the work. This stretch is one of the most important corridors in Hassan district, which is extensively used by local commuters, tourists, and farmers. The road condition has deteriorated significantly following successive monsoons and heavy vehicular movements.

Madam, through you, I request the Ministry of Road Transport and Highways to ensure expeditious approval of revised cost estimate so that the project may be grounded at the earliest. Thank you, Madam.

श्रीमती महिमा कुमारी मेवाड़ (राजसमन्द): सभापति महोदया, धन्यवाद। मैं यहां से अपने राजसमन्द परिवार को नमस्कार करना चाहती हूं। मेरे संसदीय क्षेत्र राजसमन्द राजस्थान के अंतर्गत आने वाले नाथद्वारा विधानसभा के गुन्जोल राजस्व ग्राम में मेडिकल कालेज की स्थापना के लिए

राज्य के बजट वर्ष 2023 में घोषणा हुई थी और भूमि आवंटन भी किया गया था, परन्तु अभी तक भवन निर्माण प्रारम्भ नहीं हो सका है। इसका क्या कारण हो सकता है?

मेरा संसदीय क्षेत्र जनजातीय बाहुल्य क्षेत्र है, विशेषकर नाथद्वारा विधानसभा से लगे क्षेत्रों, यथा भीम व कुम्भलगढ़ में भील इत्यादि जनजातीय जनसमुदाय हजारों वर्षों से रहते आ रहे हैं। जहां इन क्षेत्रों में नए मेडिकल संस्थानों का निर्माण कर स्वास्थ्य सेवाओं के विकास की आवश्यकता है, वहीं मौजूदा मेडिकल संस्थानों में नर्सिंग स्टाफ व डाक्टरों की संख्या में वृद्धि के साथ उच्च स्तरीय मेडिकल सुविधाओं का विस्तार करना भी बेहद जरूरी है। जब गुन्जोल राजस्व ग्राम में राज्य के बजट के माध्यम से मेडिकल कालेज के निर्माण को स्वीकृति प्रदान कर दी गई हो तो कोई कारण नहीं बनता है कि इस मेडिकल कालेज के निर्माण में आने वाली बाधाओं को दूर न किया जा सके, जबकि क्षेत्र जनजातीय बाहुल्य क्षेत्र हो। मेडिकल कॉलेज निर्माण में आ रही विभिन्न बाधाओं और मौजूदा स्वास्थ्य संस्थाओं में नर्सिंग स्टाफ सहित आधारभूत मेडिकल सुविधाओं की कमी के कारण जनता, विशेषकर नाथद्वारा और उससे लगे हुए जनजातीय बाहुल्य क्षेत्र, जैसे भीम और कुम्भलगढ़ इत्यादि में स्वास्थ्य सेवाओं की आसान उपलब्धता पर गम्भीर असर पड़ने की प्रबल सम्भावना है। इसके साथ ही नाथद्वारा और उसके आसपास क्षेत्रों में उच्च स्तरीय स्वास्थ्य सुविधाओं के विस्तार के लिए यथासंभव नीतिगत प्रयासों को किया जाना अत्यधिक जरूरी है।

मेरा निवेदन है कि यह कार्य जरूर किया जाए।

श्री राजीव राय (घोसी): मैडम, मौका देने के लिए आपका धन्यवाद। मैं आपका ध्यान अपने संसदीय क्षेत्र में सड़कों की जर्जर स्थिति की ओर आकर्षित करना चाहता हूं। हमारे यहां प्रधानमंत्री सड़क योजना में पिछले चार सालों से एक भी सड़क पास नहीं हुई है। इस बार भी जितनी लिखकर दी हैं और जितने सर्वे करवाए हैं, उनमें से किसी का भी अप्रूवल नहीं हुआ है। जहां तक हमें जानकारी है कि जो नई स्कीम आई है, उसके तहत तो यह नहीं हो सकता है कि कोई खड़जा या ईंटें आनी हों। पुरानी सड़कों के संबंध में दिशा की बैठक में अधिकारी कहते हैं कि हमने बजट मांगा है, लेकिन

लखनऊ से बजट नहीं आ रहा है।

मैं उदाहरण के लिए बताना चाहता हूँ कि जिन सड़कों को हमने बनाया था, उनमें कोपागंज और कसारा गांव के लिए चार सालों से सड़कों के लिए योजना बन रही है। इसके बनवाने के लिए पता नहीं कितने दावे हो गए हैं, पुनर्निर्माण में गई है, लेकिन अभी तक उसका निर्माण ठीक ढंग से नहीं हुआ है। दोहरीघाट, मधुवन के साथ ही अन्य सारी सड़कों की स्थिति ऐसी है कि वहां से मरीज अस्पताल जाना चाहे तो रास्ते में ही मर जाए। मैं केवल सड़क के लिए नहीं कहना चाहूंगा, क्योंकि जब डॉक्टर बैठा हो, तो अपनी बीमारी जरूर बतानी चाहिए। यहां पर दोनों डॉक्टर्स बैठे हैं। यहां पर रेल मंत्री जी भी हैं और छोटे वाले डॉक्टर भी बैठे हैं। आपने मुझे कई बार सदन में आश्वासन दे दिया, कमरे में भी आश्वासन दे दिया, लेकिन अभी मऊ को कुछ नहीं मिला है। मैं डॉक्टर साहब से उम्मीद करता हूँ कि आप इसको कर दीजिए। हमारे यहां न सड़क है, न रेल है, न उद्योग है, न रोजगार है और न ही शिक्षा का कोई उच्च संस्थान है।

मैं सरकार से निवेदन करता हूँ कि मऊ पर विशेष कृपा की जाए। अगर आप वहां से बार-बार हार रहे हैं, तो इसका मतलब यह नहीं है कि उस जिले या उस लाेक सभा को अपनी लिस्ट से बाहर कर दिया जाए।

DR. KADIYAM KAVYA (WARANGAL): Hon. Madam Chairperson, I draw the urgent attention of the House to the devastating damage caused by heavy rains and Cyclone Montha in October, 2025 across Greater Warangal Municipal Corporation limits. Over 200 mm rainfall submerged 45 colonies including Shivanagar and DK Nagar, and key roads -- Pothana Road, Bhadrakali-Polytechnic stretch, Mulugu Road, Bondi Vagu and the 80 feet road at Pochamma Maidan -- have been washed away, turning into rivers of slush with deep craters. Nearly 1,200 residents were evacuated to 12 relief camps.

Incomplete drainage works under AMRUT and Smart Cities Mission -- only 66 per cent of Rs. 1,800 crore completed -- exposed systemic failure in planning and maintenance.

I urge the hon. Minister of Housing and Urban Affairs to release special Central funds under AMRUT 2.0 for immediate resurfacing and flood-resilient repairs of internal roads by March 2026, order a high-level audit of GWMC infrastructure and integrate real-time monitoring, and announce an immediate relief package of Rs. 100 crore for road restoration. Warangal, a heritage Smart City, deserves resilient roads, not recurring ruin. Thank you.

***SHRI MALAIYARASAN D. (KALLAKURICHI):** Hon. Madam Chairperson. Vanakkam. I wish to raise an important issue in this august House concerning several lakhs of pensioners and family pensioners who are in a mindset filled with fear and sadness. Recently new guidelines titled 'Validation of Pension Rules 2025' were issued by the Union Government through a Gazette Notification dated 29 March 2025. This guideline accords approval to the past administrative actions of the Government as regards pension. Giving pension is not an act of sympathy. Rather it is the sum of money provided in a rightful and legal manner to the persons who served this country with dedication. Moreover, I must say that the Associations of Pensioners were not consulted before issuance of such Guidelines. In the present situation where the livelihood

* English translation of the speech originally delivered in Tamil.

expenses have increased manifold, any change in their rights including monetary rights will drastically and deeply impact the lives of our Senior Citizens.

Hon. Madam Chairperson, therefore, I urge upon the Government, through you, that they should issue a clarification on the Objectives, Consequences and Tradition pertaining to the announcement with regard to Validation of Pension Rules, 2025. The Government should give an assurance in this House that no pensioner or no family pensioner would be affected or lose their rights due to Validation of Pension Rules 2025. I urge that the Union government should hold consultations with the Pensioners' Associations recognized at the national level. I also urge upon the Government that a redressal mechanism should be set up, as a special case, to address the grievances of Pensioners due to this new Guideline. Thank you for this opportunity.

श्री राजेश रंजन (पूर्णिया): सभापति महोदया जी, अरोरा गुहा में दलित लोग रहते हैं। वहां लगभग 150 घर-परिवार हैं। वहां पहले से एमएलए फंड से सरकारी सड़क बनी हुई है। उसके बिजली का बिल हम दे रहे हैं। वहां इंदिरा आवास बना दिए गए हैं। छह पुश्त रहने के बावजूद गलत तरीके से बिना कानूनी प्रक्रिया के उन्होंने गांव को उजाड़ दिया। इस तरह बेगूसराय, पटना, पाटलीपुत्रा, डुमरांव, मुजफ्फरपुर, सीतामढ़ी, दरभंगा और पूर्णिया में सभी जगह गरीब, बेरोजगारों, मिडिल क्लास और गरीब व्यवसायियों की दुकानें उजाड़ी गयीं। कल बेगूसराय में बहुत बुरे तरीके से महादलित और गरीब बस्ती को उजाड़ा गया है, वहां पर लाठी चलायी गयी है, जुर्म किए गए हैं ... (व्यवधान)

माननीय सभापति: माननीय सदस्य, आप भारत सरकार से मांग कीजिए।

श्री राजेश रंजन: मैं सरकार और नीतीश कुमार जी से मांग करता हूं कि जब तक उनको आशियाना

न दिया जाए, उस पंचायत में पांच डिस्मिल जमीन और जब तक शहर में दुकान न दी जाए, उनके आशियानों तथा फल, सब्जी और चायवाले दुकानदारों को न उजाड़ा जाय। यह मेरी सरकार से मांग है।

श्री दिलेश्वर कामैत (सुपौल): सभापति महोदया, बिहार राज्य अंतर्गत सुपौल जिले के सुपौल एनएच 327 ई. से बैरियाबुंच होती हुई वाया मढौना एवं मधेपुर होते हुए दरभंगा तक सड़क का निर्माण कार्य किया जाए तथा उक्त सड़क के मध्य कोसी नदी पर पुल का निर्माण किया जाए। यह कोसी क्षेत्र तथा मिथिलांचल की चिरलंबित मांगें हैं। कोसी क्षेत्र की मुख्य फसल बांस, जूट, मखाना तथा अनाज की ढुलाई कम समय में होगी, जिससे पूर्वोत्तर क्षेत्र के लोगों को भी लाभ मिलेगा। पुल एवं सड़क निर्माण से कोसी, मिथिलांचल सहित देश के लाखों लोगों को आवागमन की सुविधा होगी तथा व्यापार एवं जनहित की सुविधाओं में भी लाभ मिलेगा।

डॉ. मोहम्मद जावेद (किशनगंज): मैडम, पिछले साढ़े छह साल से एमयू के लिए मैं लगातार अपील कर रहा हूँ, लेकिन अभी तक कोई सुनवाई नहीं हुई है। मैं आपके माध्यम से शिक्षा मंत्री जी से रिक्वेस्ट करना चाहता हूँ कि सामर्थ्य पोर्टल पर टीचिंग, नॉन टीचिंग के लिए जल्द से जल्द अप्लाई करवाएं।

14.00 hrs

साथ ही साथ एनजीटी से जो रोक लगी है, उसको हटाने के लिए एमयू से एसईआईएए, बिहार को प्रपोजल जाना चाहिए, ताकि एनजीटी से रोक हट सके। हमारा जो फंड रुका हुआ है, वह मिले और इंफ्रास्ट्रक्चर के लिए अलाहिदा फंड मिले। बहुत-बहुत शुक्रिया।

श्री मोहिबुल्लाह (रामपुर): सभापति महोदया, मैं आपकी तबस्सुर से एक बहुत ही अहम मुद्दे की तरफ आपकी तवज्जो दिलाना चाहता हूँ। वक्फ अमेंडमेंट बिल के लिए जेपीसी कमेटी बनाई गई थी, जिस पर हमारी पार्टी ने पहले ही कहा था कि सरकार की नीयत और नीति दोनों ही सही नहीं है। उसमें छह महीने का टाइम मिला और 'उम्मीद पोर्टल' पर 30 परसेंट ही वक्फ जायदादों, मदरसों, मस्जिदों, कब्रिस्तानों का रजिस्ट्रेशन हुआ है। उसका सर्वर डाउन चल रहा है और उसकी डेट भी

ختم ہو गई है। 70 परसेंट वक्फ जायदादों का रजिस्ट्रेशन नहीं हुआ है। ऐसा लगता है कि आर्टिकल 25 और 26 को खत्म कर दिया गया है और मुसलमानों की जिंदगी हमारे प्यारे वतन में ही तंग कर दी गई है, जिसकी वजह से वे लोग, जिनके पुरखों ने आजादी की लड़ाई लड़ी थी, मौलाना अरशद मदनी कह रहे हैं कि जुल्म और नाइंसाफी के खिलाफ शायद हमें दोबारा लड़ना पड़ेगा और ...*

करना पड़ेगा। आखिर मुसलमानों को मुल्क में कब तक दबाया जाता रहेगा। जुल्म बर्दाश्त करने की एक हद होती है। जब बर्दाश्त करने की हद खत्म हो जाती है तो जुल्म और नाइंसाफी के खिलाफ... (व्यवधान)

[جناب محب اللہ (رامپور): جناب، میں آپ کے ذریعہ سے بہت ہی اہم مسئلے کی طرف آپ کی توجہ دلانا چاہتا ہوں۔ وقف امینڈمینٹ کے لئے جے پی سی۔ کمیٹی بنائی گئی تھی، جس پر ہماری پارٹی نے پہلے ہی کہا تھا کہ سرکار کی نیت اور نیتی دونوں ہی سہی نہیں ہے۔ اس میں 6 مہینے کا ٹائم ملا تھا اور امید پورٹل پر 30 فیصد ہی وقف جائیدادوں، مدرسوں، مسجدوں، قبرستانوں کا رجسٹریشن ہوا ہے۔ اس کا سرور ڈاؤن چل رہا ہے، اور اس کی ڈیٹ بھی ختم ہو گئی ہے۔ 70 فیصد جائیدادوں کا رجسٹریشن نہیں ہوا ہے۔ ایسا لگتا ہے کہ آرٹیکل 25 اور 26 کو ختم کر دیا گیا ہے اور مسلمانوں کی زندگی ہمارے پیارے وطن میں ہی تنگ کر دی گئی ہے۔ جس کی وجہ سے وہ لوگ جن کے بزرگوں نے آزادی کی لڑائی لڑی تھی، مولانا ارشد مدنی کہہ رہے ہیں کہ ظلم اور نا انصافی کے خلاف شاید ہمیں دوبارہ لڑنا پڑے گا اور (کاروائی میں شامل نہیں)۔۔ کرنا پڑے گا۔ آخر مسلمانوں کو ملک میں کب تک دبایا جاتا رہے گا۔ ظلم برداشت کرنے کی ایک حد ہوتی ہے۔ جب برداشت کرنے کی حد ختم ہو

* Not recorded as ordered by the Chair.

جاتی بے تو ظلم اور ناانصافی کے خلاف (مداخلت)

श्री अरविंद गणपत सावंत (मुम्बई दक्षिण) : महोदया, मैं व्यथित अंतःकरण से बोल रहा हूँ। वर्ष 2014 में महानगर टेलीफोन निगम लिमिटेड की जो अवस्था थी, उस पर इस सरकार ने कहा था कि हम उसे उबार कर आगे ला रहे हैं। अब ऐसी अवस्था है कि महानगर टेलीफोन निगम लिमिटेड की सेवाएं कहां मिलती हैं, उसके बारे में पता नहीं है। कंपनी है कि नहीं, उसके बारे में भी पता नहीं है। हाल ही में बीएसएनएल के कर्मचारियों का एग्रीमेंट हुआ, महानगर टेलीफोन निगम लिमिटेड के कर्मचारियों का एग्रीमेंट नहीं हुआ। आप मुझे अपनी बात पूरी कर लेने दीजिए।... (व्यवधान)

माननीय सभापति: आप अपनी बात पूरी कर लीजिए।

श्री अरविंद गणपत सावंत: एक तरफ यह सब करते हुए, उसमें 60 हजार कर्मचारी थे और अब सिर्फ 3200 कर्मचारी हैं। उनके लिए कंपनी है कि नहीं, इसके बारे में पता नहीं है। सबसे बड़ी बात है कि यह सब होते हुए, ये 'संचार साथी' ऐप ला रहे हैं। यह संचार साथी नहीं है। जब यह इनबिल्ट आता है तो हमारे कानून में प्रावधान था कि अगर लैंड लाइन भी ऑब्जर्वेशन में करनी है तो गृह मंत्रालय पुलिस को जाकर बताती थी। अब यह इनबिल्ट आएगा। यह एक तरह का पेगासस है और गोपनीयता पर सरकार अतिक्रमण करना चाहती है। अभी थोड़ा सा सॉफ्ट रूप में लिया है, लेकिन अगर यह इनबिल्ट रहेगा तो यह घातक है। मैं इतना ही कहना चाहता हूँ।

महानगर टेलीफोन निगम लिमिटेड में 3200 कर्मचारी हैं। महानगर टेलीफोन निगम के कर्मचारियों को बीएसएनएल में लाया जाए। क्योंकि मुम्बई एवं दिल्ली जैसे शहरों में अभी वोडाफोन आइडिया सेवाएं दे रहा है और दोनों राजधानी हैं। दोनों जगह न्याय नहीं मिल रहा है। मैं आपके माध्यम से यह मांग करता हूँ कि सरकार इन कर्मचारियों की सुरक्षा करें। उनको बीएसएनएल में लें। यह संचार साथी ऐप बंद करें। धन्यवाद।

माननीय सभापति: अभी काफी माननीय सदस्य बोलना चाहते थे और बाकी जो सदस्य रह गए हैं, उनको कल मौका दिया जाएगा।

**LIST OF MEMBERS WHO HAVE ASSOCIATED THEMSELVES WITH THE
ISSUES RAISED UNDER MATTERS OF PUBLIC IMPORTANCE**

सदस्य, जिनके द्वारा लोक महत्व के विषय उठाये गये	सदस्य, जिन्होंने उठाए गए विषयों के साथ स्वयं को सम्बद्ध किया
Shrimati Supriya Sule	Shri Vishaldada Prakashbapu Patil
Dr. Shivaji Bandappa Kalge	Shri Vishaldada Prakashbapu Patil Dr. Prashant Yadaorao Padole
Shri Shrirang Appa Chandu Barne	Shri Vishaldada Prakashbapu Patil
Adv. Gowaal Kagada Padavi	Dr. Prashant Yadaorao Padole
Dr. Nishikant Dubey	Dr. Prashant Yadaorao Padole
Shri Dharmendra Yadav	Dr. Prashant Yadaorao Padole
Shri T.M. Selvaganapathi	Dr. T. Sumathy alias Thamizhachi Thangapandian Shri D. M. Kathir Anand
Shrimati Shambhavi	Shrimati Anita Subhadarshini
Shri Gaurav Gogoi	Shrimati Kanimozhi Karunanidhi Shrimati Supriya Sule Shri Arvind Ganpat Sawant Shri Saptagiri Sankar Ulaka
Shri Praveen Patel	Shri Sudheer Gupta
Shri Ramvir Singh Bidhuri	Shri Sudheer Gupta
Shri Ajay Bhatt	Shri Sudheer Gupta
Shri Mukesh Rajput	Shri Sudheer Gupta
Shri Chandra Prakash Joshi	Shri Sudheer Gupta
Shri Darshan Singh Choudhary	Shri Sudheer Gupta
Dr. Prabha Mallikarjun	Shri Saptagiri Sankar Ulaka
Dr. Byreddy Shabari	Shri Saptagiri Sankar Ulaka
Shri Manish Tewari	Shri Saptagiri Sankar Ulaka
Dr. Sharmila Sarkar	Shrimati Pratima Mondal Shrimati Sajda Ahmed

14.03 hrs**MATTERS UNDER RULE 377***

माननीय सभापति: माननीय सदस्यगण, आज जिन सदस्यों को नियम 377 के अधीन मामलों को उठाने की अनुमति प्रदान की गई है, वे 20 मिनट के भीतर अपने मामले के अनुमोदित पाठ को व्यक्तिगत रूप से सभा पटल पर रख दें।

(i) Regarding protocol violation during flag-off ceremony of Vande Bharat Train at Sitapur Junction, Uttar Pradesh

श्री अशोक कुमार रावत (मिश्रिख) : दिनांक 8 नवंबर 2025 को माननीय प्रधानमंत्री जी द्वारा वर्चुअल रूप से शुभारंभ की गई वंदे भारत एक्सप्रेस (ट्रेन नंबर 22545/46 लखनऊ सहारनपुर) मेरे संसदीय जनपद सीतापुर जंक्शन पर ठहराव के साथ चल रही है। उसी दिन सीतापुर जंक्शन से इस ट्रेन को हरी झंडी दिखाकर रवाना करने का सरकारी कार्यक्रम आयोजित हुआ। अपने ही संसदीय जनपद में आयोजित इस कार्यक्रम में चार बार के निर्वाचित सांसद को कोई निमंत्रण नहीं दिया गया। न पूर्व सूचना न आमंत्रण न मंच। नैमिषारण्य, जो मेरे संसदीय जनपद में ही मेरे क्षेत्र का विश्व प्रसिद्ध तीर्थ स्थल है वहां आने जाने वाले लाखों श्रद्धालु सीतापुर जंक्शन से ही यात्रा करते हैं। इस ट्रेन का ठहराव उनके लिए वरदान है। किसी भी नई ट्रेन के उद्घाटन में जनपद के सांसद को अनिवार्य रूप से आमंत्रित करना बाध्यकारी है। यह मेरे विशेषाधिकार का हनन है। मेरा माननीय रेल मंत्री जी से अनुरोध है कि इस संदर्भ में पूर्वोत्तर रेलवे, गोरखपुर के महाप्रबंधक तथा इस कार्यक्रम के लिए जिम्मेदार सभी वरिष्ठ अधिकारियों, डीआरएम लखनऊ, एडीआरएम के विरुद्ध तत्काल कठोर अनुशासनात्मक कार्रवाई प्रारंभ की जाए।

* Treated as laid on the Table.

(ii) Need to ensure full implementation of Peace Accords with different organizations in North-Eastern States

श्री दिलीप शङ्कीया (दारंग-उदालगुड़ी) : देश के पूर्वोत्तर क्षेत्र में शांति लाने के लिए केन्द्र सरकार ने वर्ष 2019 से अब तक विभिन्न सशस्त्र संगठनों के साथ 12 महत्वपूर्ण शांति समझौते किये हैं, जो इस क्षेत्र में स्थिरता की दिशा में एक बड़ी सफलता है। इन शांति समझौतों का ठोस प्रभाव पड़ा है और 11 हजार से ज्यादा युवा हथियार डालकर मुख्यधारा में शामिल हो गए हैं। वर्ष 2014 से पूर्वोत्तर राज्यों में सुरक्षा स्थिति में उल्लेखनीय सुधार हुए हैं। वर्ष 2014 की तुलना में 2024 में उग्रवाद की घटनाओं में 74 प्रतिशत, सुरक्षा बलों की हताहतों में 70 प्रतिशत और नागरिकों की मृत्यु में 85 प्रतिशत की कमी आई है। माननीय प्रधानमंत्री जी के कुशल नेतृत्व में हमारी केंद्र सरकार ने अपने सक्रिय प्रयासों से पूर्वोत्तर क्षेत्र की जटिल समस्याओं के स्थायी समाधान की दिशा में महत्वपूर्ण कदम उठाये हैं। मेरा केंद्र सरकार से अनुरोध है कि पूर्वोत्तर क्षेत्र में स्थायी शान्ति स्थापित करने के लिए विभिन्न सशस्त्र संगठनों के साथ किये गए शान्ति समझौतों का शत-प्रतिशत कार्यान्वयन किया जाए ताकि इस क्षेत्र में दीर्घकालिक शांति एवं प्रगति का मार्ग प्रशस्त हो सके।

(iii) Need to enact law for regulation of vehicle speed limits

श्री दामोदर अग्रवाल (भीलवाड़ा) : हमारे देश में ओवरस्पीडिंग के कारण सड़क दुर्घटनाओं में बड़ी संख्या में लोगों की जान जाती है। सरकारी आंकड़ों के अनुसार, वर्ष 2024 में कुल सड़क दुर्घटनाओं में 58.6% दुर्घटनाएं तेज रफ्तार के कारण हुई हैं, जिनमें 1,01,841 लोगों की जान गई। सरकार द्वारा ओवरस्पीडिंग को लेकर नियम बनाए गए हैं जिनमें वाहनों की अधिकतम स्पीड 120 किलोमीटर प्रति घंटा तय की गई है लेकिन वाहन निर्माता कंपनियां वाहनों में अधिकतम स्पीड 200 किलोमीटर प्रति घंटा तक रखती हैं जबकि हमारे देश में इतनी तेज गति से वाहन चलाने के लिए न तो जगह है और न ही सड़कें हैं और जब सरकार ने वाहनों की अधिकतम स्पीड सीमा निर्धारित की हुई है तो वाहनों को 200 की स्पीड तक दौड़ाने की आवश्यकता क्या है। अतः मेरा केन्द्र सरकार से यह निवेदन है कि वाहनों में लगे गतिमीटर की सीमा 120 किलोमीटर प्रतिघंटा से ज्यादा न करने सम्बन्धी

कानून बनाने की कृपा करें ।

(iv) Regarding promotion opportunities for in-service teachers due to implementation of mandatory TET requirement

श्री प्रवीण पटेल (फूलपुर) : हाल ही में स्कूलों में वर्षों से कार्यरत शिक्षकों के लिए शिक्षा पात्रता परीक्षा (टीचर एलिजिबिलिटी टेस्ट) पास करना अनिवार्य कर दिया गया है। इस आदेश से, विशेषकर उन शिक्षकों में गहन चिंता और बेचैनी का माहौल है जो शिक्षा का अधिकार अधिनियम (आरटीई एक्ट, 2009) लागू होने से पहले नियुक्त हुए थे और जिन्होंने राष्ट्र की सेवा में दशकों का मूल्यवान समय दिया है।

सेवाकालीन सुरक्षा का उल्लंघन: इन शिक्षकों को उनकी नियुक्ति के समय प्रचलित नियमों और योग्यताओं के आधार पर नियुक्त किया गया था। सेवाकाल के बीच में यह शर्त लगाना उनके स्थापित सेवा अधिकारों का गंभीर उल्लंघन है।

प्रशासनिक जटिलता: लाखों शिक्षकों को एक साथ परीक्षा उत्तीर्ण करने के लिए बाध्य करने से शैक्षणिक व्यवस्था के संचालन में अस्थिरता पैदा होने का गंभीर खतरा है। यदि बड़ी संख्या में शिक्षक TET उत्तीर्ण नहीं कर पाते हैं, तो स्कूलों में स्टाफ की भारी कमी हो सकती है।

अनुभव की अनदेखी: वर्षों के शिक्षण अनुभव और व्यावहारिक ज्ञान को केवल एक पात्रता परीक्षा के माध्यम से चुनौती देना न्यायसंगत नहीं है। उनका अनुभव भी उनकी योग्यता का प्रमाण है।

पदोन्नति और सेवानिवृत्ति पर प्रभाव: यह नियम उन शिक्षकों की पदोन्नति के अवसर छीनता है, जो वर्षों से सेवा में हैं और जिनकी सेवानिवृत्ति में 5 वर्ष से कम समय बचा है, उनके लिए भी पदोन्नति के लिए TET अनिवार्य कर दिया गया है।

(v) Regarding unclaimed financial assets deposited in banks and its utilization

श्रीमती मंजू शर्मा (जयपुर) : 'आपकी पूंजी आपका अधिकार' भारत सरकार के वित्त मंत्रालय द्वारा शुरू की गई एक राष्ट्रीय पहल है। इस पहल का उद्देश्य बिना दावे वाली वित्तीय संपत्ति को शीघ्र उनके वैध धारकों तक लौटाना है। यदि किसी बैंक खाते में 2 वर्ष या उससे अधिक समय तक कोई

वित्तीय लेन-देन नहीं होता है तो वह निष्क्रिय हो जाता है। भारतीय बैंकिंग प्रणाली में दावा न की गई जमाराशि वर्ष 2025 के मध्य तक 67,000 करोड़ रुपये से अधिक होने का अनुमान है। मैं माननीय मंत्री जी से जानना चाहती हूँ कि इतनी बड़ी राशि में राजस्थान के लोगों का कितना पैसा है और इस पैसे को किस काम में खर्च किया जा रहा है। इसके साथ, मैं यह भी जानना चाहती हूँ कि क्या इस अभियान से लोगों में जागरूकता आई है; अगर हां तो अब तक कितना पैसा लोगों को वापिस किया जा चुका है।

(vi) Regarding damage caused to crops by Nilgai (Blue Buck) in Deoria and Kushinagar districts in Uttar Pradesh

श्री शशांक मणि (देवरिया) : मैं सरकार का ध्यान इस बात की ओर आकर्षित करना चाहता हूँ कि पूर्वी उत्तर प्रदेश के देवरिया, कुशीनगर और आसपास के क्षेत्रों में नीलगाय के कारण होने वाले फ़सली नुकसान को तत्काल मान्यता देने की आवश्यकता है। किसानों का कहना है कि आठ से पंद्रह नीलगायों के झुंड नियमित रूप से खेतों में प्रवेश करते हैं, जिसके कारण हर वर्ष लगातार और बढ़ते हुए नुकसान दर्ज किये जा रहे हैं। ज़मीनी स्तर पर प्राप्त जानकारी यह स्पष्ट करती है कि धान में केवल रौंदने के कारण प्रति एकड़ लगभग दस से तीस प्रतिशत तक की क्षति होती है, जबकि गेहूँ, अरहर, चना, मटर और मूँग जैसी फ़सलों में छह से सात क्विंटल प्रति एकड़ तक का नुकसान सामने आता है। मैं सरकार से अनुरोध करता हूँ कि देवरिया और कुशीनगर को नीलगाय संघर्ष प्रभावित ज़िले घोषित किया जाए, पीएमएफ़बीवाई के अंतर्गत जंगली जानवरों से होने वाले नुकसानों के अंतर्गत कवर किया जाए, गाँव स्तर पर सामूहिक सोलर फेंसिंग को समर्थन दिया जाए और ज़िला स्तर पर एक समन्वित तंत्र तत्काल स्थापित किया जाए।

(vii) Need to establish Khadi and Village Industries Commission – Skill Development Centre in Hazaribagh Parliamentary Constituency, Jharkhand

श्री मनीष जायसवाल (हज़ारीबाग) : मैं केंद्र सरकार का ध्यान हजारीबाग लोकसभा क्षेत्र में “खादी एवं ग्रामोद्योग प्रशिक्षण केंद्र” की आवश्यकता की ओर आकृष्ट करना चाहता हूँ। हजारीबाग व आसपास के

ग्रामीण क्षेत्रों में हथकरघा, हस्तशिल्प, लकड़ी-बांस आधारित कुटीर उद्योग, अगरबत्ती/मोमबत्ती निर्माण जैसे पारंपरिक उद्योगों की अपार संभावनाएँ हैं, परंतु आधुनिक प्रशिक्षण, तकनीक और बाज़ार संपर्क के अभाव में स्थानीय युवाओं व महिलाओं को इसका लाभ नहीं मिल पा रहा है। अतः मेरा आग्रह है कि हजारीबाग में “खादी एवं ग्रामोद्योग प्रशिक्षण केंद्र (केवीआईसी स्किल डेवलपमेंट सेंटर)” की स्थापना की जाए तथा इसे पीएमईजीपी, स्फूर्ति और अन्य ग्रामोद्योग योजनाओं से जोड़ते हुए कौशल विकास, प्रौद्योगिकी उन्नयन, मार्केट लिंकेज और उद्यमिता हेतु सब्सिडी आधारित ऋण सुविधा उपलब्ध कराई जाए। यह केंद्र क्षेत्र में स्थानीय रोजगार, महिला सशक्तिकरण और ग्रामीण अर्थव्यवस्था को महत्वपूर्ण बल प्रदान करेगा। अतः केंद्र सरकार से अनुरोध है कि इस परियोजना को प्राथमिकता देते हुए हजारीबाग में प्रशिक्षण केंद्र की स्थापना हेतु त्वरित कार्रवाई की जाए।

(viii) Need to construct a bypass road from Brijghat on NH 9 in Garhmukteshwar in Amroha Parliamentary Constituency, Uttar Pradesh

श्री कंवर सिंह तंवर (अमरोहा) : मैं सरकार का ध्यान अपने संसदीय क्षेत्र अमरोहा के गढ़मुक्तेश्वर की ओर आकर्षित करना चाहता हूँ। यह पौराणिक तीर्थ स्थल है, जहाँ मासिक पूर्णिमा सहित विभिन्न पर्वों पर माँ गंगा में स्नान हेतु दिल्ली, हरियाणा, राजस्थान इत्यादि प्रदेशों से लाखों श्रद्धालु पहुँचते हैं। परंतु एनएच-9 पर स्थित ओवरब्रिज का एक हिस्सा अत्यंत पुराना एवं संकरा होने से भारी जाम की समस्या उत्पन्न होती है, जो पर्वकाल में और भी गंभीर हो जाती है व घंटों जाम की स्थिति उत्पन्न हो जाती है माननीय प्रधानमंत्री जी के नेतृत्व में माननीय सड़क परिवहन एवं राजमार्ग मंत्री जी द्वारा देशभर में सड़कों का तीव्र विकास हुआ है। मैं माननीय सड़क एवं परिवहन मंत्री जी से अनुरोध करता हूँ कि एनएच -9 पर बृजघाट से बाईपास निर्माण को शीघ्र स्वीकृति प्रदान करें, जिससे श्रद्धालुओं एवं क्षेत्रवासियों को सुरक्षित और सुगम आवागमन मिल सके।

(ix) Need to implement Animal Ambulance Scheme and set up Veterinary Hospitals in each district in the country

डॉ. मन्ना लाल रावत (उदयपुर) : पशुधन हमारी अर्थव्यवस्था का महत्वपूर्ण आधार है, इसलिए इसका संरक्षण अत्यंत आवश्यक है। देश में पशुधन आबादी 54 करोड़ से अधिक है, किन्तु अनेक

जिलों में आज भी बीमार या दुर्घटनाग्रस्त पशुओं के उपचार हेतु पर्याप्त सुविधाएँ उपलब्ध नहीं हैं। इस कारण पशुपालक समय पर अपने पशुओं का समुचित उपचार नहीं करा पाते, जिससे उन्हें आर्थिक हानि उठानी पड़ती है और मूल्यवान पशुधन भी नष्ट हो जाता है। इस क्रम में मेरा विनम्र आग्रह है कि देश के प्रत्येक जिले में “1962 पशु एम्बुलेंस योजना” को अनिवार्य रूप से लागू किया जाए, ताकि आपातकालीन स्थिति में पशुओं को समय पर चिकित्सकीय सहायता मिल सके। साथ ही, “एक जिला-एक पशु चिकित्सालय” नीति के अंतर्गत प्रत्येक जिले में एक आधुनिक, पूर्ण-सुविधायुक्त जिला पशु अस्पताल स्थापित किया जाए। इन अस्पतालों में एक्स-रे, सर्जरी थिएटर, प्रयोगशाला परीक्षण, आईसीयू, आधुनिक उपकरण तथा प्रशिक्षित विशेषज्ञ पशु चिकित्सकों की उपलब्धता सुनिश्चित की जानी चाहिए। इससे पशुधन का संरक्षण सुदृढ़ होगा, लाखों पशुपालकों की आय बढ़ेगी और देश की पशुधन संपदा सुरक्षित एवं स्वस्थ बनी रहेगी। अतः सरकार से अनुरोध है कि इस दिशा में शीघ्र और प्रभावी कदम उठाए जाएँ।

(x) Need to construct an over-bridge/underpass at Maninagar Railway Crossing in Ahmedabad West Parliamentary Constituency, Gujarat

श्री दिनेशभाई मकवाणा (अहमदाबाद पश्चिम) : मैं सरकार का ध्यान अहमदाबाद पश्चिम लोकसभा क्षेत्र के अंतर्गत आने वाले मणिनगर रेलवे क्रॉसिंग की ओर आकर्षित कराना चाहता हूँ। मणिनगर रेलवे क्रॉसिंग पर प्रतिदिन अत्यधिक रेल यातायात के कारण बैरिकेड लंबे समय तक बंद रहते हैं, जिससे स्थानीय नागरिकों, स्कूली बच्चों, कार्यालय जाने वाले कर्मचारियों, एम्बुलेंस सेवाओं तथा व्यापारियों को गंभीर यातायात जाम और अनावश्यक समय-हानि का सामना करना पड़ता है। कई बार आपातकालीन सेवाएँ भी इस जाम में फँस जाती हैं, जिससे जनता में अत्यधिक असंतोष व्याप्त है। इस क्रॉसिंग पर ओवरब्रिज (आरओबी) या अंडरब्रिज (आरयूबी) का निर्माण वर्षों से लंबित है। क्षेत्र के नागरिकों, स्थानीय संस्थाओं तथा जनप्रतिनिधियों द्वारा इस मांग को कई बार उठाया जा चुका है, परंतु अभी तक कोई ठोस कार्रवाई नहीं हुई है।

अतः मैं माननीय रेल मंत्री जी से अनुरोध करता हूँ कि मणिनगर रेलवे क्रॉसिंग पर ओवरब्रिज

या अंडरब्रिज के निर्माण को शीघ्र स्वीकृति प्रदान की जाए और कार्य जल्द प्रारंभ कराया जाए, ताकि क्षेत्र की जनता को लंबे समय से हो रही असुविधा से राहत मिल सके।

(xi) Regarding alleged irregularities in implementation of drinking water projects under Jal Jeevan Mission in Jhansi and Lalitpur districts of Uttar Pradesh

SHRI ANURAG SHARMA (JHANSI): I wish to draw the attention of the Hon'ble Minister towards the concerning status of the Jal Jeevan Mission in the backward districts of Jhansi and Lalitpur in Uttar Pradesh. Under the 2022 targets, drinking water supply was to be provided to 648 villages in Jhansi district through 109 multi-village schemes. As 10 villages already have deepwater sources and 25 villages are covered under previously constructed schemes, the requirement stood at 613 villages. However, out of the 10 multi-village schemes, only seven have been commissioned while three remain incomplete. Consequently, drinking water supply has been ensured in only 400 villages, leaving 213 villages still facing severe shortages. In Lalitpur district, against the target of 556 villages, supply has reportedly reached 545 villages, leaving 13 villages uncovered. During my visits to the region, I observed that pipelines under the Jal Jeevan Mission have not been laid according to prescribed standards on Nagar Panchayat, Zila Panchayat and other rural roads. The required depth has not been maintained, and No-Objection Certificates were not obtained before laying pipelines along major roads. Due to this, local authorities are facing difficulties in road reconstruction, widening and repair, while the 2022 directions remain unimplemented. I request urgent corrective action.

(xii) Need to restore the operation of Jharkhand Swarna Jayanti Express (12873/12874) suspended from 1st December, 2025 to 27th February, 2026

श्री विष्णु दयाल राम (पलामू) : ठंड के मौसम में कोहरे के कारण वर्षों से 12873/12874 झारखंड स्वर्ण जयंती एक्सप्रेस का परिचालन रद्द कर दिया जाता है। ठंड के मौसम में इस ट्रेन का परिचालन रद्द करने की एक परंपरा सी बन गयी है। पिछले वर्ष भी रेलवे ने कोहरे के कारण इस ट्रेन का परिचालन रद्द करने का निर्णय लिया था, परन्तु माननीय रेल मंत्री जी से जनता को आवागमन की कठिनाईयों से अवगत कराने पर उन्होंने उक्त ट्रेन को बंद करने के निर्णय को रद्द कर दिया था तथा ट्रेन का परिचालन जारी रहा था। इस वर्ष भी रेलवे ने कोहरे का बहाना बनाकर दिनांक 1/12/ 2025 से 27/2/2026 तक बंद करने का निर्णय लिया है। देश की राजधानी से कनेक्ट होने और दिल्ली में उच्चतर चिकित्सा संस्थान में इलाज हेतु आने जाने के लिए यह ट्रेन सर्वोत्तम साधन है। पलामू, गढ़वा, लातेहार एवं सोनभद्र आकांक्षी जिलों की सूची में शामिल हैं। इन जिलों के छात्रों, व्यवसायियों एवं मरीजों के आवागमन के साधन को बढ़ाने के बजाय तीन माह के लिए कम करना उचित नहीं है। मैं माननीय रेल मंत्री जी से मांग करता हूँ कि रेलवे बोर्ड के निर्णय को निरस्त करते हुए उक्त ट्रेन का पुनः परिचालन सुनिश्चित किया जाये।

(xiii) Need to make services of ASHA workers permanent across the country

ADV. DEAN KURIAKOSE (IDUKKI): I wish to raise a matter of urgent public importance regarding the plight of over one million Accredited Social Health Activists (ASHA) who serve as the backbone of India's rural healthcare system. despite their critical role in implementing national health programs—ranging from maternal care and immunization to pandemic management—they continue to be classified as "honorary volunteers." The current remuneration structure, comprising a meager fixed honorarium and performance-based incentives, is

woefully inadequate given rising inflation and the nature of their full-time workload. This financial insecurity forces many of these frontline warriors into debt and poverty. Therefore, I urge the Government of India to recognize ASHA workers as permanent workers and significantly increase the central budgetary allocation for the National Health Mission. The government must ensure a minimum fixed monthly salary of ₹21,000, in line with recommendations for skilled workers. Furthermore, they must be provided with statutory benefits, including Provident Fund (PF), ESI coverage, and a guaranteed pension. Strengthening the financial security of ASHA workers is not just a labor right but a prerequisite for a robust public health infrastructure.

(xiv) Need to take comprehensive measures to make Pulicat Lake in Andhra Pradesh and Tamil Nadu a sustainable eco-tourism hub

SHRI SASIKANTH SENTHIL (TIRUVALLUR): Pulicat Lake, India's second-largest brackish water lagoon after Chilika Lake, is a critical ecological and economic asset spanning Andhra Pradesh and Tamil Nadu. It is home to rich biodiversity, including several endemic and migratory bird species, and supports the livelihood of over a lakh people engaged in fishing and related activities. Despite its immense potential for eco-tourism, Pulicat Lake remains underdeveloped, lacking sustainable tourism infrastructure and conservation efforts. The absence of a formal regulatory framework has led to deforestation of mangroves, and siltation, further endangering the lake's ecological balance. The government must take immediate steps to declare Pulicat Lake a sustainable eco-tourism hub, ensuring that conservation and development go

hand in hand. A well-structured strategy must be implemented, including measures to encourage eco-tourism, prevent environmental degradation, and promote community-led eco-tourism models that empower local populations while preserving the ecosystem. Establishing a Pulicat Development Authority, modelled on Chilika Development Authority, will be crucial in coordinating conservation, tourism development, and sustainable resource management. Given rising threats to Pulicat Lake, urgent intervention is required to prevent ecological collapse and harness its potential for sustainable tourism. Government must act decisively to protect this invaluable natural resource while fostering eco-friendly economic opportunities for the local communities.

**(xv) Need to allocate funds for providing basic railway services at
Palayamkottai Railway Station in Tamil Nadu**

SHRI ROBERT BRUCE C. (TIRUNELVELI): Palayamkottai in Tirunelveli Parliamentary Constituency is the twin city of Tirunelveli and is widely known as the Oxford of South India for its numerous educational institutions which are more than 100 years old. Palayamkottai Railway Station, opened more than 75 years ago is still devoid of basic necessities such as drinking water, toilet facilities, multi modal transit connect facilities etc, affecting tourists, daily commuters such as Office Goers and Students, especially women. Even today, the railway station is functioning under a small shed covering just a small portion of the platform, leaving commuters at the mercy of the elements. Adequate seating facilities are not available at the railway station, severely affecting senior citizens and persons with disabilities. Such lack of amenities is itself against the

railway norms for providing Minimum Essential Amenities to NSG 6 category stations. I call upon the Union Government to allocate adequate funds and undertake necessary development work for the establishment of Minimum Essential Amenities at the earliest at Palayamkottai Railway Station.

(xvi) Need for rail connectivity between Kalyana-Karnataka and Northern States

SHRI G. KUMAR NAIK (RAICHUR): There have been longstanding gaps in railway connectivity between Northern States and Hyderabad-Karnataka, leaving major districts underserved for decades. Raichur, Kalaburagi and the surrounding regions urgently require services with respect to a fast passenger service from Kalaburagi to Bengaluru via Raichur, daily fast passenger trains to Hyderabad, and a direct train from Raichur to Visakhapatnam. These routes are not a matter of convenience but a crucial link for the labour, students and patients which connect to all of South India and is severely restricting mobility of people. This local demand must be viewed against the backdrop of Karnataka's historically low railway density which ranks poorly on both railway density per population and per area. Between 2014-24, Karnataka saw an average of just 163 km of railway tracks commissioned per year, well behind states with already higher density of railways. Despite hosting four major railway zones, Karnataka lacks a unified institutional framework to address its needs. I urge the Ministry to address these gaps urgently and fulfil the long-pending connectivity demands of the people of Kalyana-Karnataka.

(xvii) Regarding progress and status of schemes under Jal Jeevan Mission in Mau district of Uttar Pradesh

श्री राजीव राय (घोसी) : जल जीवन मिशन (जेजेएम) 2019 में 2024 तक प्रत्येक ग्रामीण परिवार को पीने के नल के पानी की आपूर्ति प्रदान करने के उद्देश्य से शुरू किया गया था, जिसका लक्ष्य प्रति व्यक्ति प्रति दिन 55 लीटर है। उपलब्ध जानकारी के अनुसार, 2024 तक इसमें 15 करोड़ परिवार (ग्रामीण भारत का 80%) शामिल थे। इस बीच, केंद्रीय बजट 2025-26 में, शेष (20%) ग्रामीण परिवारों को लाभान्वित करने के उद्देश्य से जेजेएम को 2028 तक बढ़ा दिया गया है।

सरकार द्वारा उपलब्ध कराए गए ये आंकड़े उत्तर प्रदेश के कई जिलों में, विशेषकर मेरे अपने निर्वाचन क्षेत्र में जेजेएम की वास्तविक तस्वीर प्रस्तुत करने में विफल रहे हैं। वास्तव में मऊ में 1470 गांव हैं और सरकारी आंकड़ों के अनुसार अब तक 803 गांव ऐसे हैं जिनमें 100 प्रतिशत घरों में नल कनेक्शन हैं, जबकि 656 गांवों में काम प्रगति पर है और 11 गांवों में जलापूर्ति का काम अभी शुरू होना बाकी है। मेरे निर्वाचन क्षेत्र के गांवों, जहां जेजेएम का कार्य चल रहा है, वहाँ गरीब लोग वस्तुतः प्रताड़ित हो रहे हैं क्योंकि कार्य करने में लगा ठेकेदार जिन सड़कों/गलियों को खोदता है उन्हें लंबे समय तक न तो कवर किया जाता है और न ही ठीक से मरम्मत की जाती है, जिससे लोगों को दुर्घटनाओं का खतरा हो जाता है जिनकी संख्या में भी काफी वृद्धि हुई है। मैं सभा को यह भी सूचित करना चाहूंगा कि सरकार द्वारा बड़े दावों के बावजूद मेरे निर्वाचन क्षेत्र में ऐसे अनेक परिवार हैं जो अभी भी इस योजना के लाभों से वंचित हैं। इसके अलावा, बुनियादी ढांचे की गुणवत्ता, ग्रामीण पाइप जलापूर्ति प्रणालियों का संचालन और रखरखाव, जो कुछ गांवों में लागू किया गया था, वह भी बहुत चिंता का विषय है।

मैं सरकार से अनुरोध करता हूँ कि वह मऊ में जल जीवन मिशन (जेजेएम) की प्रगति और स्थिति की जांच करे और जल जीवन मिशन का कार्य करने वाले ठेकेदारों द्वारा क्षतिग्रस्त और नष्ट की गई सड़कों की मरम्मत का आदेश दे।

(xviii) Regarding problems being faced by in-service teachers by making Teacher Eligibility Test (TET) compulsory as service condition

श्री पुष्पेंद्र सरोज (कौशाम्बी) : कक्षा 1-8 तक के सभी सेवारत शिक्षकों को दो साल के भीतर शिक्षक पात्रता परीक्षा (टीईटी) उत्तीर्ण करना अनिवार्य करने संबंधी सर्वोच्च न्यायालय के आदेश ने देश भर में गंभीर चिंता पैदा कर दी है। पूर्वव्यापी आदेश 2011 से पहले नियुक्त शिक्षकों को प्रभावित करता है, और अकेले उत्तर प्रदेश में, लगभग 1.86 लाख शिक्षक, जो कुल कार्यबल का लगभग 40% है, सीधे प्रभावित होंगे। इस आदेश के कारण बड़े पैमाने पर जबरन सेवानिवृत्ति हो सकती है और शिक्षकों की मौजूदा कमी और भी बदतर हो सकती है।

उत्तर प्रदेश में पहले से ही 1.2 लाख से अधिक शिक्षण पद रिक्त हैं और हजारों स्कूल विलय के कगार पर हैं। इस आदेश से कक्षाओं में शिक्षक विहीनता और बच्चों की शिक्षा बाधित होने का खतरा है।

मैं केंद्र सरकार से इन चुनौतियों का संज्ञान लेने, समीक्षा याचिकाओं का समर्थन करने और स्कूली शिक्षा की निरंतरता बनाए रखने के लिए सेवारत प्रशिक्षण और जिला स्तरीय शिक्षक कौशल विकास कार्यक्रमों जैसे संतुलित विकल्पों पर विचार करने का आग्रह करता हूँ।

(xix) Need to release the pending dues of MGNREGS to West Bengal

SHRI KALIPADA SAREN KHERWAL (JHARGRAM): MGNREGS was initiated to provide livelihood and social security to the marginalised and vulnerable. However, this progress has been deliberately stopped for 59 lakh workers in West Bengal. Under the scheme, the Union Government still owes the state over Rs 43,000 crore. Even the Calcutta High Court's recent judgment directed the Union Government to restart the scheme in West Bengal on 1 August 2025. However, the Union Government did not adhere to this order, and have denied West Bengal MGNREGS workers their rightful dues. In fact, the Union

Government even filed a petition in the Supreme Court, which was subsequently rejected. However, the Union Government has neither released the due amount nor has it re-started the scheme in West Bengal. Union Government owes 2 lakh crore. Timely fund transfers are fundamental to a robust federal structure, enabling states to maintain financial autonomy and deliver essential services to their citizens. Withholding or delaying funds undermines the cooperative spirit and strains the union - state relations. It also hinders the states from meeting their constitutional responsibilities. Therefore, I strongly urge the Government to expedite the release of pending dues to the state of West Bengal and re-initiate the scheme as soon as possible.

(xx) Need for construction of a flyover at Bagnan Library More stretch of NH No. 16 in Uluberia Parliamentary Constituency, West Bengal

SHRIMATI SAJDA AHMED (ULUBERIA): I would like to draw the kind attention of the Government to the urgent need to improve road safety on National Highway No. 16, especially from Ranihati to Kolaghat in Uluberia Parliamentary Constituency area. This stretch has become a highly accident-prone zone. In particular, Bagnan Library More, Mansatala, Pirtala, Khalisani, Orphuli, Nimdighi, Ranihati are witnessing frequent accidents, leading to heavy casualties and loss of lives. The traffic pressure on NH-16 is increasing every day, and the present road structure is no longer sufficient. There is an urgent need to construct a flyover at Bagnan Library More and to conduct an intensive safety audit of the entire stretch. Strict measures must be taken to control speed, manage crossings and prevent further road accidents in this area. I urge the

Government to take immediate action to ensure safety and save precious lives.

**(xxi) Need to confer Bharat Ratna posthumously to Pasumpon
Muthuramalinga Thevar, a freedom fighter and Parliamentarian
from Tamil Nadu**

SHRI TAMILSELVAN THANGA (THENI): Late Shri Pasumpon Muthuramalinga Thevar was a three-time parliamentarian elected to the 1st, 2nd & 3rd Lok Sabhas. He was also elected to the Madras Legislative Assembly four times in 1937, 1946, 1952 and 1957. He was associated with the freedom movement at the young age of 19 under the influence of Netaji Subhas Chandra Bose and spent 4000 days in prison during the Freedom Struggle. He organized the Forward Bloc in Tamil Nadu and became the President of its State Unit in 1948 and Vice-President of the Party in 1955. A devout follower of Gandhiji, worked for Gandhian ideals of using Khadi and promoted prohibition and removal of untouchability, led the historic entry of Harijans into the Meenakshi Temple, Madurai. He was a strong opponent to the Criminal Tribes Act-1920 (which was a 19th-century colonial law) and devoted his entire life for the uplift of the downtrodden, including peasants, industrial workers and other backward sections of society. He was the prime instrumental and established the "Agriculturist Association" to mitigate the plight and the sufferings of the peasants. A well known labour leader fought for the rights of labourers and to abolish the 'Zamindari System' was born on 30 October 1908 and died on 30 October, 1963 at Madurai. All sections of the society irrespective of political parties in Tamil Nadu unitedly support and demand to confer Bharat Ratna to Pasumpon Muthuramalinga Thevar. Therefore, I urge upon the Union

Government to confer Bharat Ratna to Pasumpon Muthuramalinga Thevar posthumously as a respect and tribute to one of the great Freedom Fighter, parliamentarian, spiritualist, labour leader and strong Opponent to the Criminal Tribes Act (1920).

(xxii) Need to enhance states' share of central taxes to 50 percent during the period of 16th Finance Commission

DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN (CHENNAI SOUTH): Tamil Nadu continues to be one of the largest contributors to the central exchequer. But in the devolution of share of tax revenue, Tamil Nadu is not getting its due share. The share of Tamil Nadu in devolution of taxes decreased from 5.305 percent in the 12th Finance Commission to 4.079 percent in the 15th Finance Commission. The termination of GST compensation regime on 30.06.2022, has resulted in a revenue shortfall of Rs. 20,000 crore per annum for the Government of Tamil Nadu. While the 15th Finance Commission recommended a 41% share, the actual effective devolution of the Centre's total tax only amounted to about 33.16% in the last four-years, causing big-financial strain on Productive states like Tamil Nadu. Therefore a new approach should be adopted to strengthen the federal structure of India and ensure that well-performing states are not penalised by existing devolution methods. The Hon'ble Chief Minister of Tamil Nadu has advocated for increasing the states share of central taxes to 50% in his interactions with the 16th Finance Commission in Chennai in November 2024 and reiterated it at a NITI-Aayog meeting in May 2025. This increased devolution of funds is essential for states to have greater

financial autonomy and implement development projects that meet the State specific needs. Also significant funds are required for disaster relief and infrastructure restoration due to natural calamities almost every year. Therefore I urge the Union Government and the 16th Finance Commission to increase the states' share of central taxes to 50% during the 16th Finance Commission period.

(xxiii) Need to expedite establishment of Rural Self Employment Training Institute and Pradhan Mantri Kaushal Kendras under PMKVY in Konaseema district of Andhra Pradesh

SHRI G. M. HARISH BALAYOGI (AMALAPURAM): There exists a substantial skilling infrastructure deficit in Dr. B. R. Ambedkar Konaseema district, Andhra Pradesh, which has significantly constrained the implementation of Central skill development initiatives. Although flagship programmes such as PMKVY, DDU-GKY and RSETIs are designed to create a job-ready workforce, their intended outcomes are not materialising in the district due to the absence of functional training centres and the lack of institutional capacity to operationalise them. A new RSETI has been sanctioned, but site finalisation remains pending. There is still no operational PMKK or PMKVY centre even after the roll-out of PMKVY 4.0 with stronger industry and placement linkages. Training under DDU-GKY is practically inactive due to lack of basic training infrastructure. The district also remains the only one in Andhra Pradesh without a Government ITI, further widening the skill gap and limiting the availability of trained manpower. I request the Government to urgently operationalise the sanctioned RSETI, establish PMKK and PMKVY centres and prioritise the creation of a Government ITI in the

district. Strengthening the district-level skilling ecosystem is essential to ensure equitable access to employment-linked opportunities and to enable the youth of Dr. B. R. Ambedkar Konaseema District to contribute meaningfully to national growth.

(xxiv) Regarding illegal encroachment on land under Valmiki Nagar Tiger Reserve in Bihar

श्री सुनील कुमार (वाल्मीकि नगर) : मैं सरकार का ध्यान बिहार राज्य के पश्चिमी चंपारण जिले स्थित वाल्मीकिनगर टाइगर रिज़र्व (वीटीआर) की भूमि पर हो रहे अवैध कब्जे की ओर आकृष्ट करना चाहता हूँ। यह क्षेत्र पर्यावरणीय, जैव विविधता एवं पर्यटन की दृष्टि से अत्यंत संवेदनशील है। हाल के वर्षों में वीटीआर की भूमि पर अनधिकृत निर्माण और कब्जा कर लिया गया है, जिससे रिज़र्व का प्राकृतिक संतुलन प्रभावित हो रहा है तथा देशी व विदेशी पर्यटकों की संख्या में गिरावट आई है। यदि इस पर तत्काल कार्रवाई नहीं की गई, तो यह न केवल वन्य जीव संरक्षण में बाधा बनेगा, बल्कि पर्यटन और स्थानीय अर्थव्यवस्था को भी गंभीर नुकसान होगा। अतः मेरा सरकार से आग्रह है कि वह इस मामले की जांच कराते हुए दोषियों पर कड़ी कार्रवाई करे, अवैध कब्जा हटाए और वीटीआर को मूल स्थिति में बहाल करवाने का कष्ट करें।

(xxv) Need to set up a Sainik School and Sainik or NCC Training Centre in Baghpat district of Uttar Pradesh

डॉ. राजकुमार सांगवान (बागपत) : महोदय, मैं सरकार का ध्यान पश्चिमी उत्तर प्रदेश, विशेषकर बागपत जिले में सैनिक स्कूल, सैनिक प्रशिक्षण केंद्र अथवा एनसीसी प्रशिक्षण अवसंरचना स्थापित करने की अत्यंत महत्वपूर्ण आवश्यकता की ओर आकर्षित करना चाहता हूँ। बागपत और आसपास के ग्रामीण क्षेत्रों से हर वर्ष हजारों युवा सेना, अर्धसैनिक बलों तथा एनडीए सहित विभिन्न रक्षा सेवाओं में शामिल होने का लक्ष्य लेकर मेहनत करते हैं, किंतु इस पूरे क्षेत्र में किसी भी प्रकार की उन्नत सैन्य प्रशिक्षण सुविधा उपलब्ध न होने के कारण उन्हें गुणवत्तापूर्ण तैयारी, मार्गदर्शन और संसाधनों से

वंचित रहना पड़ता है। यह स्थिति न केवल युवाओं की क्षमता को सीमित करती है, बल्कि रक्षा सेवाओं में योगदान देने वाले इस क्षेत्र की संभावनाओं को भी कम करती है। अतः मेरी सरकार से मांग है कि बागपत जिले में सैनिक स्कूल, सैनिक ट्रेनिंग सेंटर अथवा एनसीसी प्रशिक्षण अवसंरचना स्थापित करने की कृपा करें ताकि इस क्षेत्र के युवाओं को बेहतर सैन्य तैयारी के अवसर उपलब्ध हो सकें और वे देश की रक्षा सेवाओं में और अधिक प्रभावी योगदान दे सकें।

**(xxvi) Need for safe execution of Zojila Tunnel Project connecting
Jammu and Kashmir and Ladakh**

SHRI MOHMAD HANEEFA (LADAKH): I wish to draw the attention of the Government to the alarming delays in the Zojila Tunnel project - critical for Ladakh's connectivity and national security. Although its completion was targeted for 2026, only around 70% work has been done. Such delays severely affect Ladakh's development, especially during winters when road access is blocked. These repeated delays raise doubts about the implementing agency's capability and the tunnel's safety, especially given recent incidents of bridge and road collapses. The Government must clarify whether Ladakh's harsh climate was adequately studied and local inputs were taken into consideration. It may also be explained as to whether the delay led to cost escalation. A time-bound and safe execution plan is essential. The tunnel began without full environmental clearance, despite Ladakh being an ecologically fragile region. Recent health and ecological concerns underline the need for continuous environmental monitoring. I urge the Government to make all environmental reports public and enforce strict safeguards. The project uses foreign New Austrian Tunnelling Method (NATM). In this connection, I would like to know whether the trial studies

were done for Ladakh's terrain, and if so, please let me know also how much Indian-made machinery is used. We must encourage 'Make in India' in such projects. I urge the Government to ensure this project is safe, sustainable, and timely -setting a benchmark for resilient infrastructure in Ladakh.

माननीय सभापति: आइटम नंबर 16. केन्द्रीय उत्पाद-शुल्क (संशोधन) विधेयक 2025 – माननीय वित्त मंत्री जी ।

14.04 hrs

(Shri Jagdambika Pal *in the Chair*)

THE MINISTER OF FINANCE; AND MINISTER OF CORPORATE AFFAIRS

(SHRIMATI NIRMALA SITHARAMAN): Thank you very much, Sir. ...

(*Interruptions*)

14.04½ hrs

At this stage Sardar Sarabjeet Singh Khalsa came and stood on the floor near the Table.

माननीय सभापति: आप मेरी बात सुनिये । हम आपको मौका देंगे । मेरी जिम्मेदारी है ।

... (व्यवधान)

माननीय सभापति: इंजीनियर साहब, आप मेरी बात सुन लीजिए । मेरी गुजारिश है कि अभी पीठ ने माननीय वित्त मंत्री जी का नाम पुकार दिया है । मैं आपको जिम्मेदारी के साथ कहता हूं कि कल आप दोनों को शून्य प्रहर में मौका दिया जाएगा ।

... (व्यवधान)

माननीय सभापति: यह पीठ का फैसला है । माननीय वित्त मंत्री जी ।

... (व्यवधान)

माननीय सभापति: इंजीनियर साहब, आप तो बहुत समझदार हैं। आप कृपया अपनी सीट्स पर जाइये। आपकी बात को रजिस्टर कर लिया है और आपको कल मौका दिया जाएगा।

... (व्यवधान)

माननीय सभापति: इंजीनियर साहब, आपको कल बोलने का मौका दिया जाएगा। धन्यवाद।

माननीय वित्त मंत्री जी।

... (व्यवधान)

माननीय सभापति: इंजीनियर साहब, आपके कोऑपरेशन के लिए धन्यवाद।

... (व्यवधान)

माननीय सभापति: नहीं, आप वॉक आउट मत करिए। आप बैठिए। हम कल आपको मौका देंगे।

... (व्यवधान)

14.05 hrs

At this stage, Sardar Sarabjeet Singh Khalsa went back to his seat.

माननीय सभापति: माननीय वित्त मंत्री जी।

श्रीमती निर्मला सीतारमण: आप बैठिए। आपको स्पीकर साहब ने बताया है कि आपको कल मौका देंगे। आपकी आवाज सुनाई जाएगी। कृपया बैठिए ... (व्यवधान) नहीं-नहीं, कल किसने देखा, इस तरह की फिलोसोफिकली बात मत करिए। आप कल बात करिएगा। अभी आप शांति से बैठिए। ... (व्यवधान)

माननीय सभापति: आपसे मेरा निवेदन है कि बैठ जाइए।

माननीय वित्त मंत्री जी।

... (व्यवधान)

माननीय सभापति: माननीय वित्त मंत्री जी, आप शुरू कीजिए। इंजीनियर साहब, आप बैठ जाइए। आपसे वित्त मंत्री जी ने भी रिक्वेस्ट कर ली, पीठ ने भी रिक्वेस्ट कर ली। इसलिए आप

कृपया बैठ जाएं। धन्यवाद।

माननीय वित्त मंत्री जी।

14.06 hrs

CENTRAL EXCISE (AMENDMENT) BILL, 2025

THE MINISTER OF FINANCE; AND MINISTER OF CORPORATE AFFAIRS

(SHRIMATI NIRMALA SITHARAMAN): Sir, I beg to move*:

“That the Bill further to amend the Central Excise Act, 1944, be taken into consideration.”

Sir, the Central excise rates are normally prescribed under the Fourth Schedule to the Central Excise Act of 1944. The rates for tobacco and tobacco products are in Section 4 of Fourth Schedule of the Central Excise Act. When GST was introduced in 2017, the Central Government gave up its excise rights and the duties which were levied under the Central Excise, all tobacco products were given away in favour of the GST Council so that the Council can levy compensation cess and that compensation cess which would be collected on tobacco products in place of excise would go for the compensation for the States for the initial years when they come into the GST. Now, as a result, the Central Excise Duty, right was kept up, but the duties were minimal or completely zero.

Now the compensation cess time is over. Even from July 1st, 2022, we do not anymore give compensation amount to the States. We are collecting this cess after 2022 till now only because the GST Council had discussed and we

* Moved with the recommendation of the President.

borrowed money back-to-back, and gave it to the States as though the compensation is being paid, but paid with borrowed money. It was decided in the GST Council that this borrowing will have to be principal and interest paid back by extending the compensation cess only to that much period which is required for paying the loans back. Even the GST law itself had limited the compensation cess collection to only five years and that is why, it ended in 2022. But, with legal advice and with complete understanding which the GST Council expressed, and I am grateful for that to the GST Council, the extension of the GST compensation cess happened till now. In another probably couple of weeks, the loans will be completely repaid. The Centre, therefore, wants to make sure that the excise will come back to us so that we can levy that duty.

Another argument, which is very important for all the Members of Parliament to know is by the Act of GST, you cannot tax any item under the GST beyond 40 per cent. Now, if you cannot tax any item, even if it is a demerit good, like cigarette, beyond 40 per cent, what is happening is that the ultimate incidence through GST on a demerit good like cigarette has come down. So, the popular narrative would be: is the Government or is the GST Council cognizant of the fact that cigarette or the demerit good like tobacco is being taxed lesser than what it was earlier? Is that the intention? To address that, in order that the incidence is no longer lesser than what it was during the GST time with the compensation, we are bringing this excise. In a way, we are saying cigarette should not become affordable now because the incidence has become lesser.

That is the reason this Bill has come before the House and I would like to

have the views of the hon. Members. If at the end of the debate, there is something more that I will be allowed to speak with your permission, I can reply as well. Thank you very much.

HON. CHAIRPERSON: Motion moved:

“That the Bill further to amend the Central Excise Act, 1944, be taken into consideration.”

SHRIMATI DAGGUBATI PURANDESWARI (RAJAHMUNDRY): Hon. Chairperson, Sir, I would like to thank you for the opportunity that has been given to me to participate in this very sensitive piece of legislation that has been brought in by the hon. Union Finance Minister, Shrimati Nirmala Sitharaman ji. I would also like to voice my appreciation towards the sensitivity with which this piece of legislation has been brought in, which the hon. Finance Minister has just very eloquently outlined.

Sir, we all know for a fact that tobacco addiction is a major problem in our country today. Estimates say that about 1.35 million deaths occur annually in our country due to cancer, heart related diseases or COPD. COPD would mean diseases that are related to lungs.

The issue is very serious because around 29 per cent of the population, that is, 267 million adults and many more adolescents are actually in a way habituated or are addicted to tobacco and related products. The challenge is not simply the smokeless tobacco, which actually gives rise to incidences of oral cancer but also the addictive nature of the tobacco products as well as the marketing tactics which are undertaken by various other sections of our society.

The usage of tobacco is amongst both men and women, where about 42.14 per cent men and 14.2 per cent women are estimated to be addicted to tobacco. Surprisingly, the very same survey also says that about 8.5 per cent of our children between the age of 13 and 15 are also addicted to tobacco and related products like pan masala and so on today.

Sir, tobacco, therefore, is becoming a major cause of death as well as disability in our country, which is something that we all need to take cognizance of. The issue does not simply stop with people who are smoking tobacco related items like cigarettes and tobacco and so on but it also raises the concern of the passive smokers. It is estimated that around 30.2 per cent of our population are passive smokers and this is also negatively impacting the health of that section of society. When I say passive smokers, these are the people who are inhaling the smoke that is let out by people who are smoking cigarettes and tobacco and so on.

India, today, is said to be the second largest consumer of tobacco and accounts for almost one-sixth of the world's tobacco related deaths. This simply speaks of the magnitude of the issue that we have in our country today.

Today, India's disease burden is no more characterised by communicable diseases but is rather being characterised by non-communicable diseases like heart related problems, cancer, lung related problems and so on. This only highlights the fact that we need to bring in a change not only in our lifestyles but also in the habit which would mean indulging in hazardous substances which we have been talking about.

As per the study, cancer and cardiovascular related diseases top the list of non-communicable disease's list, and tobacco is also considered to be one of the largest contributors to the burden of non-communicable diseases. India today accounts for 17 per cent of the world's population but when it comes to the disease burden, it accounts for 20 per cent of the world disease problems. So, this is not a small number that we are looking at. The non-communicable disease burden which was around 55 per cent in 2016 is now about 60 per cent deaths because of non-communicable diseases in 2019.

India is a welfare State which is committed to the welfare and well-being of its citizens and the Narendra Modi Government is also committed to the same, and having been committed to the same, it has taken the decisive step of imposing the GST on health-hazardous substances like tobacco and pan products and so on. This is intended to discourage the use of dangerous substances and also simultaneously to generate revenues that would actually be spent on social and health sectors, which is very, very important for our commitment to the well-being and welfare of the citizens of our country.

Today, even as we are phasing out the GST compensation cess, it is rightly mentioned by our hon. Union Finance Minister that we must ensure that the prices do not plummet of these tobacco and such substances to such an extent that they become easily accessible to people as we are speaking about how we can discourage them from using such hazardous substances. Therefore, the measure that has been undertaken today would maintain the price stability, protect the vulnerable and the youth sections of our society and

also act as a deterrent because the prices would not plummet to the extent that we actually fear they would.

The Government today seeks to provide food security for the poor through the free ration programme where we are providing free ration to about 80 crore poor people and also to improve the living standards of the middle class wherein we have actually lowered the tax burden and so on. We must ensure that every rupee that is being now collected through this GST is actually expended towards these kinds of measures which could be now further expanded.

Sir, with focus on the health sector, the Central Government has been able to increase the number of AIIMS in our country from seven in 2014 to 23 today. The number of medical colleges has doubled from 387 in 2014 to 808 today and, above all, we have one of the largest health insurance schemes in our country in the form of Ayushman Bharat which provides health security to 80 crore people and about nine crore people who have already availed the Ayushman Bharat and the Central Government has expended Rs.1.3 lakh crore on this programme. Therefore, every rupee or penny that would be now collected on the GST we are assured will be expended on such welfare schemes keeping the welfare and progress of the citizens of our country in mind.

Sir, the concern here amongst the States is that if it would actually affect their revenues. We must realise that it would not affect the State revenues because the 42 per cent share of the Central tax devolutions that should go to the State, as has been recommended by the 15th Finance Commission, would stand as it is, and it has already been outlined by the hon. Union Finance Minister

that this GST compensation removal was actually a time-bound initiative that was brought in and it was agreed upon by all the States. So, it is not a coercive decision that is being taken by the Central Government today. So, the only concern here would be the farmers, the farmers who are indulging in the growing of tobacco. In our country today, we have six million farmers who are dependent on the tobacco crop, and 20 million labourers who are dependent on this crop. Above this, we have about 36 million people who are involved in processing, exports, and so on and so forth.

So, through you, I would like to appeal, to the hon. Union Minister for Finance, that along with the Ministry of Commerce and Industry and also the Ministry of Agriculture, we must ensure that the security of these farmers is kept intact and that the issues relating to them are taken into account. It is important to recognize that the farmers are not averse to any decision that the Government may take related to the health of the country. Rather, they will definitely seek support from the Central Government when it comes to crop diversification.

There was once an initiative taken to diversify farmers who were involved in tobacco growing. Subject to correction, around 1,10,000 acres have actually been diversified by farmers into various other crops. However, I think, the interests of the other six million farmers that I am talking about today need to be protected. It is a strong appeal and prayer that I have to the hon. Minister.

Therefore, having gone into every minute detail, we must realize that this calibrated tax adjustment fiscal step is to ensure that we have a healthier and more productive workforce. Today, when we talk about the youth, we must

recognize that 65 per cent of India's population is under 35 years of age. When we say they are under 35 years of age, we are actually referring to a large pool of human resources that can become very productive for our country. Therefore, Sir, this is to ensure that we have a healthier and more productive human resource pool to help us realize the dream of achieving a Viksit Bharat by 2047. Thank you.

SHRI KARTI P. CHIDAMBARAM (SIVAGANGA): Thank you, Sir, for giving me this opportunity. This Bill is being brought to compensate for the cessation of the compensatory cess on tobacco products. I understand the logic of why this Bill is being brought, and I accept the reasoning that the Finance Minister has stated. The Statement of Objects and Reasons clearly indicates that the aim is to protect tax incidence and maintain revenue from tobacco after the compensation cess is discontinued. So, there is a logic behind why this Bill is being introduced, and I accept that logic.

When Shrimati Purandeswari spoke before me, she alluded to the problem but did not present a solution. As she rightly said, we have 1.35 million deaths in India because of tobacco use. In fact, 27 per cent of all cancer cases are attributed to tobacco. About 8.5 per cent of the young people aged between 13 and 15 use tobacco products. The economic loss for our country due to tobacco use is nearly Rs. 2 lakh crore annually. Thus, tobacco imposes a huge cost on this nation. I am not suggesting that we ban cigarettes. It is because prohibition never works. I know this Government is sometimes very fond of banning things, but I am not suggesting to ban anything. Banning will simply

push the issue to the underground market and the black market, and people who are addicted will somehow find a way to get it. In fact, there is a contrary thought regarding the spurious liquor cases that happen in India. Why are people consuming spurious liquor? It might sound contrarian and even controversial when I say this. As regular liquor is not affordable, they go and buy spurious liquor, which is cheaper. Therefore, believing that by increasing prices of tobacco products, you will actually lower consumption, is wrong. What will happen is the emergence of spurious manufacturers, and people will find alternatives. I am not suggesting you lower taxes, but I am stating that if you believe increasing taxes will lower the consumption, that does not work at all. In fact, we really need to think about this very, very carefully. I understand the logic of this Government in raising compensatory taxes. The topic of tobacco usage is beyond politics. There is no partisan view in this. We as a society must really think about this.

Successive Governments have only used tobacco products to increase revenue. But we have never addressed the problem that tobacco is causing. Dr. Purandeswari said that there are six million farmers, who cultivate tobacco. There are 20 million labourers who are working in these tobacco lands. There are more than 35-40 million people involved in the industry. But we are not thinking about how to move them to other sectors. No Government has come up with any plan on how to migrate farmers from tobacco to other crops. What will people involved in the tobacco industry do? Can they be migrated to another industry? What are we doing to reduce consumption of tobacco? We do not

consider all that. While we say it is bad, we keep taxing it, we keep getting more revenue, but we never really address the problem. If we think that merely raising taxes will reduce consumption, that is also not going to happen.

I think the time has come for us to act. Successive Governments have failed. I am not only pointing at this Government. No Government has come up with anything holistic to stop or to reduce tobacco usage. What are we going to do to reduce the usage of tobacco? How do we discourage people from using tobacco? There is no blueprint in this regard. This Government has no blueprint for it. There is no road map for it. Except for saying that we will tax it, and we are having these statutory warnings on these tobacco products, the Government will do nothing. I do not think that there has been any study which shows that because of those statutory warnings on tobacco products, tobacco usage has actually gone down. The real problem here is how do we address tobacco usage, how do we reduce tobacco usage, and how do we migrate people involved in the tobacco industry into other sectors?

The Finance Minister must also tell us whether by increasing this excise duty, if the prices go up, will it lead to counterfeiting? Will it lead to a black market? There is something known as a Laffer Curve in economics, which means if you keep increasing taxes, compliance goes down. Is there a point where the Finance Minister believes that beyond this, it will actually lead to more black-marketing? Will it only lead to more avoidance of tax as opposed to revenue collection?

While I understand the logic of the Government in bringing about this

compensatory excise increase to offset the cess, the Government must come up with a holistic plan on how to reduce tobacco usage, how to migrate people who are working in the tobacco sector to other sectors. That is the real problem, and not merely tinkering with these things and just increasing revenue, the problem is going to resolve. While I understand the logic of why this is being brought, we should keep the big picture in mind. Thank you very much, Sir.

नरेश चंद्र उत्तम पटेल (फतेहपुर): सभापति जी, मैं माननीय वित्त मंत्री श्रीमती निर्मला सीतारमण जी द्वारा प्रस्तावित केन्द्रीय उत्पाद शुल्क अधिनियम-1944 में संशोधन करने वाले विधेयक वर्ष 2025 पर अपने विचार व्यक्त कर रहा हूँ।

महोदय, मैं इस सदन में न तो किसी बड़े उद्योगपति की और न ही किसी बहुराष्ट्रीय कंपनी, बल्कि उन लाखों गुमनाम हाथों की आवाज बनकर आया हूँ, जो सुबह 4 बजे से तंबाकू की पत्ती तोड़ते हैं। जो रात के अंधेरे में लालटेन की रौशनी में बीड़ी लपेटते हैं। जो सुपारी के बगीचों में दिन-रात मेहनत करते हैं और जिनके घरों के चूल्हे इन्हीं छोटे-मोटे कारोबारों से जलते हैं। इनका नाम न तो अखबारों में छपता है, न टीवी पर दिखता है। इनके पसीने से इस देश की अर्थव्यवस्था में हर साल हजारों करोड़ रुपये का योगदान आता है। आज सरकार बिना इनकी सुनवाई के इन्हीं लोगों की रोजी-रोटी पर भारी टैक्स व नया स्वास्थ्य सेस थोपने जा रही है।

महोदय, हमारे इलाके में तंबाकू की खेती होती है। सरकार तंबाकू, बीड़ी, गुटखा पर नया टैक्स लगाने की बात कर रही है। यह नियम बिना सोच-विचार, बिना गरीब मजदूरों, किसानों की हालत देखे लाए जा रहे हैं। फतेहपुर में उत्तर प्रदेश के आस-पास तंबाकू की खेती बहुत बड़ी तादाद पर होती है।

महोदय, छोटे किसान और छोटे उद्यमी इससे बुरी तरह से दब जाएंगे। ऊपर से महंगाई बढ़ेगी, बाजार छोटा होगा और किसानों की खरीद कम हो जायेगी। नया सेस मशीन के हिसाब से लगेगा। इससे छोटे कारखाने, पत्ती छंटाई वाली यूनिट और घरों में काम करने वाले परिवारों पर

ज्यादा बोझ पड़ेगा। सरकार कह रही है कि स्वास्थ्य का फायदा होगा, लेकिन गांव का सच यह है कि मजदूर, किसान का रोजगार पहले से ही कमजोर है। यह कदम उस पर और चोट करेगा।

महोदय, हमारी मांग है कि इसे जल्दबाजी में पास न किया जाए। आज हमारे देश के अंदर एक झटके में 28 परसेंट जीएसटी के ऊपर 50-60 परसेंट का सेस और मशीन आधारित कर लगा देंगे, तो क्या होगा? बड़ी कंपनियां तो अपना दाम बढ़ाकर निकाल लेंगी, लेकिन छोटे बीड़ी कारखाने, पत्ती छंटाई वाले शेड, जहां 15 से 20 हजार बीड़ी रोज लपेटने वाली महिलाएं आदि, ये सब बर्बाद हो जाएंगे।

महोदय, यह स्वास्थ्य के लिए है, लेकिन स्वास्थ्य तो तभी सुधरेगा जब दो वक्त की रोटी मिलेगी। मेरी मांग है कि इस विधेयक को स्थायी समिति को भेज दिया जाए। तम्बाकू किसानों, बीड़ी मजदूरों, सुपारी उत्पादकों और छोटे उद्योगों के प्रतिनिधियों को बुलाकर सुनवाई की जाए। इसको मशीन आधारित न किया जाए।

माननीय सभापति: पटेल जी, इससे राज्य को भी नुकसान होगा। जो कंपेनसेशन सेस है, उसका हिस्सा राज्य को ही जायेगा।

श्री नरेश चंद्र उत्तम पटेल: महोदय, आपके जिले में धान होता है और धान की वह बर्बादी है, लेकिन आप कुछ नहीं बोल रहे हैं। धान 1600-1700 रुपये में लिया जा रहा है और उसकी एमएसपी 2369 रुपये है। आप भी तो इस पर ध्यान दिया कीजिए। आप इधर बैठते हैं तो क्या हुआ, लेकिन धान के आप किसान हैं, आपके जिले में धान पैदा हो रहा है।

महोदय, मेरा यह कहना है कि प्रभावित राज्यों के साथ मिलकर वैकल्पिक फसल और रोजगार की ठोस योजना बनायी जाए। जल्दबाजी में विधेयक पास हुआ तो गांव का गरीब आदमी एक बार फिर कुचला जायेगा।

महोदय, मैं आपके माध्यम से कहना चाहता हूँ कि इस देश में अगर यह महंगा हो जायेगा तो विदेशी कंपनियां यहां पर स्मगलिंग कराएंगी और स्मगलिंग के माध्यम से इस देश का उत्पाद खराब हो जायेगा। आज हमारे देश में इसमें भारी वृद्धि सिगरेट्स आदि को महंगा बना सकती हैं, जिससे

विदेशी स्मगलिंग ब्रांड्स की खपत होगी।

महोदय, इससे सस्ते उत्पादों की ओर रुझान बढ़ सकता है, जो स्वास्थ्य जोखिम बढ़ाते हैं और कर संग्रह को नुकसान पहुंचाते हैं। इस विधेयक में ऐसे श्रमिकों, किसानों के लिए संक्रमण योजना या सुरक्षा प्रावधान नहीं हैं, जिनकी आजीविका इस पर क्षेत्र आधारित है। इसमें कर वृद्धि की प्रभावशीलता की समीक्षा का अभाव है। विधेयक में यह नहीं है कि सरकार खपत, अवैध व्यापार या राजस्व पर बड़े प्रभाव का नियमित आकलन करेगी, जो नीति निर्माण के लिए आवश्यक होता है। माननीय कृषि मंत्री जी यहां बैठे हैं। मध्य प्रदेश के अंदर सबसे ज्यादा तम्बाकू का काम होता है। बीड़ी के पत्ते का काम होता है। उन गरीबों की हालत पर ध्यान देना चाहिए, उस पर विचार करना चाहिए। ये विशेषज्ञ भी हैं, ये मुख्यमंत्री रहे हैं। इन लोगों के द्वारा बैठकर इसके बारे में ठीक से विचार किया जाए ताकि छोटे किसानों का और जो तम्बाकू उत्पादक हैं, बाद में मशीनों में वह प्रोसेस होता है, वह अलग विषय है, लेकिन उन छोटे लोगों पर इसका बड़ा भारी बोझ पड़ेगा। इसलिए मेरी मांग है कि इस विधेयक को स्थायी समिति को भेज दिया जाए। धन्यवाद।

HON. CHAIRPERSON: Shri Sougata Ray Ji.

PROF. SOUGATA RAY (DUM DUM): Sir, I rise to speak on the Central Excise (Amendment) Bill, 2025 brought forward by the Finance Minister, Ms. Nirmala Sitharaman. Once again, it has fallen on the Finance Minister to mobilise resources for the Government due to which she has brought about this Bill.

It has been stated in the Statement of Objects and Reasons that with the introduction of GST, Central Excise Act was repealed by Section 174 of Central GST Act except in respect of goods listed under entry 84 of List I of Seventh Schedule to the Constitution. This includes tobacco and tobacco products. With the levy of GST and compensation cess on tobacco and tobacco products, the rates of central excise duties were reduced significantly to allow for levy of

compensation cess without large impact.

In order to expand the fiscal space to increase the rate of Central excise duty on tobacco and tobacco products, and thereby protect the overall tax incidence, it is imperative to amend the table in Section 4 of Schedule IV to the Act. Now, why was this brought about? Products such as cigarettes, cigars, hookah, tobacco, chewing tobacco, zarda, and scented tobacco currently attract 28 per cent GST plus a hefty compensation cess that varies by product, and in some cases, goes as high as 290 per cent. This cess was originally introduced in 2017 to compensate States for the GST-related revenue loss and was extended until March 2026 to help repay loans taken during the COVID period. These loan repayments are expected to be completed by December. After that, the compensation cess will cease, which would otherwise lead to a sudden fall in the tax incidence on tobacco. Therefore, the Government plans to replace the cess with a new Central excise duty. According to the Statement of Objections and Reasons, the Bill seeks to give the Government the fiscal space to increase the rate of Central excise duty on tobacco and tobacco products so as to protect tax incidence.

This change aligns with the GST Council's September decision to discontinue the compensation cess on all goods except tobacco and to transition to a two-rate GST structure while reserving a 40 per cent slab for ultra-luxury and sin goods. If enacted, the Bill will replace the GST compensation cess on tobacco with a Central excise duty, allow the Centre to revise excise rates to match current local overall taxation levels, ensure revenue neutrality by keeping

the tax burden on sin goods unchanged, create a permanent taxation structure instead of a temporary cess, and maintain tobacco under the highest GST bracket of 40 per cent once the rationalised slabs come into effect. In any case, we are opposed to cess because it is wholly consumed by the Central Government. The States do not get any part of it.

Under the new law, the GST compensation cess on tobacco will be replaced with a Central excise duty, the Centre will be able to revise excise rates to match total taxation levels, and revenue neutrality will be ensured. Now, there are two Bills. After this Bill, another Bill will come on pan masala, on which the Minister for her own reasons stated that the pan masala tax will be helping both health and national security. I will discuss that when that Bill comes up. This measure will ensure that the total tax incidence on tobacco and pan masala remains unchanged, replace the compensation cess with a permanent excise duty, introduce a new machine-capacity-based cess on pan masala to bolster public health, and prevent revenue loss to the Centre once the compensation cess ends at the end of this year.

This Bill will formally end the compensation cess on tobacco products such as cigarettes, cigars, chewing tobacco, and zarda. The Centre will gain authority to impose and revise a new Central excise duty on tobacco under the amended Central Excise Act, 1944. The aim is to keep the overall incidence of tobacco – currently a mix of GST and compensation cess – at a high level even after the cess expires.

Now, what was the logic behind compensation cess? It was an additional

charge. The compensation cess was levied on certain goods and services in India designed to compensate States for potential revenue losses following the implementation of the GST while largely merged into the new GST slabs. As on September 2025, it continues to apply to tobacco and tobacco related products. The purpose was to protect the revenue of manufacturing-heavy States which were expected to lose tax income under the consumption-based GST system. As per the mechanism, the revenue collected from the cess was put in a dedicated fund and disbursed to States based on a formula that projected 14 per cent annual growth.

Goods originally covered applied to luxury and sin goods including luxury cars, aerated drinks, coal and tobacco products. The 56th GST Council meeting, which was a very important meeting, streamlined the tax structure leading to the cess being integrated into a new consolidated GST rate for most luxury and sin goods. For example, luxury cars and aerated drinks are subjected to 40 per cent GST which includes the cess component. Now, this cess is extended till 31st March, 2026 but is solely focused on repaying loans the Central Government took during the COVID-19 pandemic. So, the remaining cesses are still subjected to a separate compensation cess in addition to their GST rate. The cess will continue for these items until the outstanding loan and interest obligations are fully discharged. The Bill has been introduced in the Lok Sabha. Now, the Bill, in its Schedule, details the different types of tobacco products, starting with unmanufactured tobacco, tobacco refuse, which includes sun-cured country tobacco; tobacco for manufacture of Bidis, not stemmed; tobacco for

manufacture of hookah, flue-cured Virginia tobacco. It also includes cigars, cheroots, cigarillos and cigarettes of tobacco or tobacco substitutes, including cigars, cheroots, cigarillos, cigars and cheroots, cigarettes containing tobacco other than filter cigarettes, other than filter cigarettes, filter cigarettes of length (including length of the filter, the length of the filter being 11 millimetres or actual length), filter cigarettes of length (including length of the filter, the length of the filter being 11 meters or its actual length). All this will fall under this and there are other manufactured tobaccos, for instance, water pipe tobacco, hookah or gudaku tobacco, smoking mixture for pipes and cigarettes, on which in any case, a lot of tax is put. As I mentioned earlier, this has been forced. The Government has been compelled because the cess is going and Government has to make up the revenue loss.

Now, this brings me to the end of my deposition regarding my submission on the fiscal matter. But here, while speaking, both Purandeswari ji from the Ruling Party and Shri Karti P. Chidambaram from the Opposition mentioned the moral question of the Government depending on tobacco and tobacco products for its resource mobilisation. They mentioned how many people are affected by cancer due to tobacco. I have been a smoker myself and I am trying to kick the habit because people say that I will not live for five years if I cannot kick the habit.

So, this moral question is before the Finance Minister. ... (*Interruptions*)

HON. CHAIRPERSON: He can become a brand ambassador to create awareness about it.

... (*Interruptions*)

PROF. SOUGATA RAY: The moral question is before the Finance Minister as to whether the Government has any role in controlling the consumption of tobacco in reducing the health problems. The Finance Minister is silent about it.

HON. CHAIRPERSON: Sougata Dada, the time allotted for your Party is only nine minutes, and I have already given you 12 minutes.

PROF. SOUGATA RAY: Good thing! I am speaking, Sir. ... (*Interruptions*) Why would we appreciate Shri Jagdambika Pal unless he encourages us?

HON. CHAIRPERSON: Try to conclude now.

... (*Interruptions*)

PROF. SOUGATA RAY: So, this question remains whether fiscal instruments can be used to reduce consumption of tobacco. What alternative is now there? There is now only mention on the packet 'cigarette smoking is injurious to health'. Somebody writes, 'cigarette smoking can even cause death'. ... (*Interruptions*)

HON. CHAIRPERSON: Sougata Dada, you should not address Shri Nishikant Dubey ji. You should address only the Finance Minister.

... (*Interruptions*)

DR. KAKOLI GHOSH DASTIDAR (BARASAT): No, he is not talking to him. ... (*Interruptions*)

PROF. SOUGATA RAY: Nishikant is the favourite child of the ruling Party. Hence, I try to respond to him. ... (*Interruptions*) He is a favoured child. You will see that he will speak four times every day. ... (*Interruptions*) So, this question has been raised. The contrary opinion has been voiced by the Samajwadi Party.

He said that so many people are dependent on tobacco. Purandeswari ji asked what will happen to six million tobacco farmers and 20 million tobacco workers. An alternative has to be found for them. I do not belong to the JD(U), but Nitish Kumar ji took a bold decision to establish prohibition in Bihar, which gave him good electoral advantage. He must have lost revenue, but still he took that bold decision. Has that reduced illicit liquor in Bihar or not? This is a question to be probed.

Now, the question is this. Can the Finance Minister show courage, boldness, and take a moral stand: "No, as Finance Minister, I do not want to encourage any type of smoking including cigarettes, cigars, hookah, and everything? This is the principal moral question which has been put before the Finance Minister.

While one cannot object to resource mobilization by the Government for raising revenue, one must pose the question where this revenue will come from. It seems that all Governments, whenever there is shortfall in revenue tax cigarettes, etc. This means indirect encouragement. The economists have to delve into the question whether increasing price of cigarettes, etc. has reduced consumption of tobacco.

With this question, I leave it to the Finance Minister to respond to the moral question raised before her whether by increasing the tax the Finance Minister is encouraging or discouraging smoking.

DR. KALANIDHI VEERASWAMY (CHENNAI NORTH): Sir, thank you very much for giving me an opportunity to speak on the Central Excise (Amendment)

Bill, 2025.

The hon. Finance Minister has explained very clearly about the need for this particular Bill at this particular juncture because the GST Compensation Cess, which has to come to an end and has come to an end, and this taxation has to be adjusted so that the revenue is not lost. The earlier speaker from the BJP had highlighted about the diseases that can be caused due to smoking. Apart from lung problems like COPD or bronchitis or cancers of the lung or oral cancers, you would be surprised to know that not only the lungs, but it also affects other organs like it affects the eye. There is a condition called tobacco amblyopia, which can affect your vision. There are also cancers, which can happen outside the lungs like in the pancreas or urinary bladder.

So, there are multiple implications of this. When it comes to passive smokers, of course, they are inherently more affected because they are in a confined space. When they have a person who is smoking, they breathe very very normally which allows more time for the smoke to settle down into their lungs and create more problems. So many people had mentioned about the effects and how it should be curtailed etc. In fact, the Member from Congress had said that increasing the prices or the taxes is not going to deter the smoker from smoking. I would like to mention that I have worked as a surgeon in hospitals, and in Tamil Nadu specifically, in Southern India, we have a condition called as *thromboangiitis obliterans*. This is a condition which affects the blood circulation of the legs and this specifically occurs in people who smoke *bidis*. In these hospitals, I have seen hundreds of patients who smoke *bidis*, who come

up where they will end up with amputation of their legs. So, I have seen cases where they get amputated in one leg. They continue smoking, and then they lose the other leg, and I have seen the worst case where both the upper limbs also had to be amputated; with the stumps, he was still smoking the *bidi*. So, to say that increasing the price is going to deter people from smoking is an argument which I would definitely not accept because even though they know that it is harmful for them, they do not have the motivation for doing that.

I would like to bring it to the knowledge of this House that during the UPA Government, they came out with one programme for effectively curbing smoking. They brought a law which made smoking in public places a criminal act. That one single act has brought in so much of discipline in almost all places of this country. This is something which has happened internationally, because I have been travelling abroad and everywhere smoking in public has been banned. In fact, I would like to recall that in the Central Hall in the Parliament, there used to be an ashtray. When I came here, I was told that there used to be an ashtray over there and Members used to be smoking over there. When you go to hotels and when you go to cinema theatres, when you step outside during an interval, you will find that the whole place is like a movie scenario that will be fully filled up with fog and smoke. This kind of situation used to be there. This single act of banning smoking in public place will provide relief to all the non-smokers, especially families. So, I would like to take this opportunity to tell this Government to do something about ways of preventing people from smoking. So many people keep saying that raising taxes will not curb smoking. I would

like to give my suggestions. In each and every Parliamentary Constituency or each and every block, you make available a place where quitting smoking can be initiated. There are several medications, several formulations which are available. ... (*Interruptions*) You start that thing, then I will start with me. You first start doing this in all these places and we will work on that.

HON. CHAIRPERSON: You please address the Chair.

DR. KALANIDHI VEERASWAMY: Sir, we have to understand. Everybody has spoken about the ill effects of smoking and the amount of expenditure the nation incurs because of the smokers. It runs into several thousands, if not lakhs of crores. So, I feel that investing back on our population to make sure that they have a smoke free life, you should probably set up centres in each and every Parliamentary Constituency or in each and every block where you say that you will be giving free medications for people who are motivated to stop smoking. If you do that, even if there is a 10 per cent or 20 per cent reduction, I feel that it will go a long way in improving the quality of life for not only the smoker, but also to his whole family and friends. Also, when we are talking about this excise duty, I am assuming that this is going into the divisible pool where the other States also have to be benefitting out of this. I would like to say that this divisible pool is something where our hon. Chief Minister has said that it should be increased from the present 41 per cent to 50 per cent. Sir, when our hon. Prime Minister was the Chief Minister of Gujarat, he has spoken so much about the differences and the inequalities where the Union Government has not provided enough for the State Governments. So, I would like to take this opportunity to insist that 50

per cent of the Union funds collected should be used for devolving to the States where all the States will benefit from this.

Thank you very much. With these words, I conclude my speech.

SHRI LAVU SRIKRISHNA DEVARAYALU (NARASARAOPET): Sir, the previous speaker, Kalanidhi Veeraswamy ji, spoke very emotionally on this topic.

HON. CHAIRPERSON: He is a doctor. He is a surgeon.

SHRI LAVU SRIKRISHNA DEVARAYALU: Sir, He is a doctor, and he explained all the ill effects of smoking. But he himself still smokes 40 cigarettes a day. That is the problem we have in this country.

HON. CHAIRPERSON: Is it necessary to disclose this on the floor of the House?

SHRI LAVU SRIKRISHNA DEVARAYALU: In the last 25 years, as a developing country, we have done exceedingly well in at least conducting the anti-tobacco campaign across the country. I have seen, over the last 25 years, how many changes have taken place.

We used to see many people smoking in public, in theatres, in all these places. But because of an effective campaign, this has been brought down. I also remember, when there was a Grand Prix happening, every car in the F1 race used to carry the advertisement of a tobacco company. But when the race happened here in India, they had to make sure that those were removed. That sort of aggressive campaign, as a developing country, we have done in the last 25 years. But still, we need to do more.

Before I continue with my speech, I want to congratulate and I want to compliment our Finance Minister on GST 2.0. It has brought inflation drastically

down; it has made many goods cheaper. Not only that, we have seen the numbers that have come out regarding the GDP for these three months, which is almost 8.2 per cent. I do not see any other major economy in the world growing at that speed and that too after 50 per cent tariffs have been levied on India. But still we are growing at 8.2 per cent. So, we are doing extremely well.

Sir, coming to the Bill, I support it for two reasons. The first is the significance of the excise duty in this country. If you look at the numbers, in 2021–22, almost Rs.3.9 lakh crore were collected. In 2022–23, Rs.3.19 lakh crore were collected and in 2023–24, it reduced to Rs.3.05 lakh crore. So, there is a huge collection of excise duty happening. I feel this Bill is very much needed.

The second reason I support it is because the amount is now moving from cess into the divisible pool, which many colleagues from the Opposition have been asking for, so that the States can get greater benefit. I think something good is happening, and I hope everyone can compliment the Finance Minister for that. These are the two reasons for which I support this Bill.

But I have two grievances and one clarification. The Finance Minister has already clearly addressed the clarification in her introduction. But coming to my two grievances, previous speakers have already elaborated on the tobacco farmers and the people dependent on tobacco growing and processing. This year, there was a peculiar situation in my State and in my constituency. There was huge production of tobacco. Many people shifted to tobacco in the last crop year. Production was very high.

On one side, we are running an anti-tobacco campaign. We are

discouraging them from growing it. We are trying to wean tobacco farmers away to other crops. But on the other side, there was this huge production and many farmers participated in it. When I enquired about this, it turns out that there are firms like ITC and GPI. I know the Agriculture Minister is here. He has been trying to do contract farming in various other crops. I do not know how successful it has been in those crops. But in tobacco farming, contract farming has gone to the next level.

These firms, ITC and GPI, in the 2024-25 season, went to the farmers and signed contracts saying, "You grow it, we will purchase it." That is what they told them and because of that, there has been huge percolation. In my constituency, normally there are many chilli farmers and cotton farmers. But they moved into tobacco because these contracts were signed.

15.00 hrs

Once this huge production has come in, and these tobacco companies say we cannot buy this, the price has come down drastically. The State Government had to intervene and had to purchase their tobacco. We spent Rs.278 crore last year to purchase tobacco so that farmers do not get hit. So, there is a contradiction that is happening.

On one side, we are saying, 'let us not do this; let us not grow tobacco; let us take tobacco farmers to some other crop.' But on the other side, the State Government has to come in and has to pitch in its money and purchase tobacco.

Hon. Finance Minister and hon. Agriculture Minister are here. We have put in this much money into this. We want you to work with companies like ITC

and GP to make sure farmers are not left in this fashion. But on the other side, please help our State also. We have put in so much money. We are a cash-strapped State.

My second grievance is with regard to the CSR fund these companies are spending. Where are they spending it? The ITC, which is headquartered in my constituency Guntur, runs into around Rs.2000 crore profit every year.

When I tried to enquire where they are spending their CSR fund, I found that they are spending it everywhere but not actually for the farmers; they are not helping the farmers on the ground. Again, this is a total contraction between what we are trying to do and what the companies are trying to do.

First, talk to these companies and make sure that they do not give these false promises to the farmers. Second, talk to these companies and make sure that they spend CSR fund in those villages where farmers are there. That will be helpful for them.

Coming to the clarity that I requested with regard to the proposed 70 per cent duty on the unmanufactured tobacco under HS Code 2401, it was very clearly mentioned by you and I thank you for that. I hope this will give a lot of relief to the small traders who are very much dependent on this.

श्री कौशलेन्द्र कुमार (नालंदा): सभापति महोदय, आपने मुझे केन्द्रीय उत्पाद शुल्क अधिनियम (संशोधन) विधेयक-2025 पर सदन में चर्चा में भाग लेने की अनुमति दी, आपको धन्यवाद।

सभापति महोदय, माननीय वित्त मंत्री जी ने केन्द्रीय उत्पाद शुल्क अधिनियम-1944 में संशोधन का यह प्रस्ताव पेश किया है, जो कि समय के अनुरूप अपेक्षित है और मैं इसका स्वागत करता हूँ। जिस प्रकार से तंबाकू सिगरेट, सिगार, हुक्का, जर्दा, पान मसाला आदि का उपयोग बढ़ा

है, वह स्वास्थ्य की दृष्टि से काफी नुकसानदायक है और शायद प्रस्तावित हेल्थ सिग्योरिटी से नेशनल सिग्योरिटी सेस के माध्यम से उपकर लगाकर लोगों को जागरूक करने का काम करेगा। आशा है, इन हानिकारक वस्तुओं का उपयोग कम होगा। यह हमारे स्वास्थ्य के लिए भी लाभकारी होगा।

सभापति महोदय, यह प्रस्तावित बिल मौजूदा जीएसटी कम्पनशेसन सेस की जगह लेगा, जो अभी पान मसाला पर नया सेस लगेगा। प्रस्तावित विधेयक में उन मशीनों पर मंथली सेस लगाने का प्रस्ताव है, जो 2.5 ग्राम तक से लेकर 10 ग्राम से अधिक वजन वाले प्रति मिनट 500 पाऊच तक का उत्पादन करती है, उस पर मासिक उपकर एक करोड़ रुपये से करीब साढ़े आठ करोड़ रुपये तक होगा और जो मशीन प्रति मिनट 501 से 1000 पाऊच उत्पादन करती है, उस पर प्रति मशीन उपकर करीब दो करोड़ रुपये से 17 करोड़ रुपये प्रति माह लगाने का प्रस्ताव है। फिर 1001 से 1500 पाऊच या उससे अधिक पाऊच प्रति 2 मिनट बनाने वाली मशीन पर उपकर प्रति माह और अधिक हो सकता है, साथ ही मैनुअल प्रक्रिया वाली उत्पादन पर भी उपकर लगेगा ही।

यह सेस एक गेटवे को खोल सकता है। उत्पादन करने वाली मशीन पर भी पहली बार टैक्स की व्यवस्था हो रही है, जो मैन्युफैक्चरिंग सेक्टर में चिन्ता का विषय हो सकता है। इस पर सरकार को पूर्णरूपेण ट्रांसपेरेंसी प्रक्रिया की व्यवस्था करनी चाहिए। जब आप एक बार उत्पादन क्षमता पर उपकर लगा देंगे तो फिर उत्पादन की जाँच कैसे होगी? उसके लिए इंस्पेक्टर को बहाल करना होगा। उससे फिर इंस्पेक्टर राज आएगा, जो ईज आफ डूइंग बिजनेस के लिए घातक होगा।

दूसरा, सरकार उत्पादन क्षमता की बात करती है। अब मैन्युफैक्चरिंग में प्रति माह मांग के अनुसार उत्पादन किया जाता है। जब मांग कम होगी, तो उत्पादन में स्वतः कमी आएगी। किन्तु उपकर तो देना ही होगा, जो उत्पादक के लिए हानिकारक होगा।

सभापति महोदय, जीएसटी कानून बनाने के समय वर्ष, 2017 में सेस लगाने के लिए मात्र पाँच सालों का निर्णय लिया गया था, जिसको कोरोना के कारण मार्च, 2026 तक बढ़ाया गया था। अब फिर से इस प्रकार का टैक्स अतिरिक्त बोझ हो सकता है। वैसे भी इस सेस से राज्यों को

अलग रखा गया है।

आशा है, माननीय मंत्री जी अपने जवाब में इस पर विस्तृत जानकारी सदन और देश की जनता को देने का काम करेंगी। जैसी मुझे जानकारी है कि दिसम्बर में राज्य सरकारों को मुआबजा देने के लिए कर्ज पूरा चुका दिया जाएगा वर्ष 2026 की समय सीमा के अनुसार सेस समाप्त हो जाना चाहिए। प्रस्ताव ने नये सेस और नई एक्साइज ड्यूटी लगाने का रास्ता खोल दिया है।

मैं माननीय वित्त मंत्री जी द्वारा प्रस्तावित केन्द्रीय उत्पाद बिल, 2025 का समर्थन करता हूँ। आपका बहुत-बहुत धन्यवाद।

SHRI ANIL YESHWANT DESAI (MUMBAI SOUTH-CENTRAL): The Central Excise (Amendment) Bill, 2025 is presented by the hon. Finance Minister, Shrimati Nirmala Sitharaman in this House and that is being discussed.

Till now, various speakers have spoken on different subjects. The basic idea, as it is given in the Objects and Reasons of the Bill, that compensatory cess which was being applied hitherto, will discontinue. In place of that, naturally, that excise duty will be applied and the tax incidence will be taken care of. I think, no one in this House would support that tobacco and these products be encouraged for human consumption. What we have seen of years together, rather decades and centuries too, is that tobacco is harmful for human consumption. The steps are being taken by various Governments at regular intervals to see that it is discouraged at early level. The issue is not about the excise duty which is being laid, which need be in place.

I congratulate the hon. Finance Minister for doing that. It is because, by that the compensatory cess or the National Calamity Tax, which was being collected through this, is going away and along with 40 per cent of GST, excise

duty will be laid up and tax incidence is taken care of. But, the issue what is being cited by other speakers also is that millions of farmers are there, though their number is a bit small as compared to agrarian country that our economy is. But, of course, the labour in that same proportion is dependent on that also and their livelihood comes into question. When we say that these issues are everywhere, but particularly, if I speak about my State, Maharashtra, there is Vidarbha region and in districts of Solapur or so, there are jungles of tobacco growing plants. The leaves of the plants are plucked up and brought together. That is how the economy works over there.

It may be in the form of unorganized economy or informal economy, I would say, that still exists and is still prevalent in the State of Maharashtra. But it has a sizeable number and that also needs to be taken care of while coming out with the measures the Government deems fit. This should be discouraged. But, at the same time, one thing I would like to bring to your notice that the schools, colleges, the institutions are also dragged, in a big way, along with tobacco, because the students, the young generation is trapped under the menace of drugs. That also needs to be looked into by the Government.

It is true that tobacco causes pollution, environmental hazards, but at the same time, the Government should also pay heed to the environmental pollution that is happening, the kind of smog we are experiencing in Delhi, apart from tobacco issue. It is being experienced in Maharashtra and Mumbai also, and that also needs to be taken care of. You see the burning of the buds in the farms in the parts of Haryana and Rajasthan and all that. With the wind, it flows and the

continuous smogging takes place. That is also vitiating the environment and very detrimental to the health of the people of the country. That also needs to be discouraged at every level.

There is nothing much to be mentioned about this because this is a welcome step which is being taken and, it is out of context though, our hon. Finance Minister is sparing no stone unturned to see that the Central Exchequer gets maximum revenue from every corner possible. At the same time, I would request her that – it is not the part of the Bill and has nothing to do with the Bill – the general insurance industry employees are waiting for their wage revision. Time and again, I have been after you, and you have been kind enough to show your consent also, but it is not happening. I think, you will take cognizance of the fact and accord, which has already been approved by you, and in the coming few days, we will get a good news. Madam, I commend the Bill. Thank you.

SHRIMATI SUPRIYA SULE (BARAMATI): Thank you, Sir. I stand here to speak on the Tax Bill and I stand here on behalf of our party to support the hon. Finance Minister's Bill. Sir, I would like to ask for just a few clarifications from the hon. Finance Minister. We whole-heartedly support the Bill and that is the sense of the House today. But there are larger issues that I would like to ask her and I think that is where I would like to take the debate to, and that is, what has really been the objective of this Bill. I appreciate the increasing of prices. But if you really look at it largely, what are the Ministries which really need to be involved while implementing something like this? I would like to know: is only tax collection the incentive and the objective of this Bill, or are we looking at the

collected tax? There is nothing wrong in that. That is a legal way and that is how a country is run and development happens.

At the same time, I would like to ask, is health a high priority? I come from Maharashtra, Sir, the Home, Finance, Health, Agriculture and the Food and Public Distribution are the five Ministries which really need to work together in the larger interest of the the suggestions that have come from all the MPs.

Sir, ours is the first State in the country to ban *gutkha*. But I, with full humility and heavy heart, must admit that in Maharashtra *gutkha* is available everywhere and in plenty, not just in small quantities. We banned it but it is there. Even if we do ban things, is it really the outway, because I was the only one to say हां, बैन कर दो, बैन कर दो but now I think, whether it a wrong decision. Should we have increased the tax, it would have been better than illicit *gutkha* being distributed. Another angle, I appreciate what Krishna ji said in his speech. He made a lot of issues on ITC, the development, the CSR, but I would like to add a small point to that. All these products, like *gutkha* or any tobacco products, are not allowed to advertise.

I appreciate the point of Prof. Sougata Ray ji. He also said that make more signages on them. There are ample signages everywhere now. Smoking is not cool. I was in a generation where Bollywood movies showed that machoism was about smoking. But today's generation is exactly the opposite. You are shamed if you are seen smoking. Even, in a movie, it says that smoking is injurious to health. So, I think, society, at large, globally, has done things like this to shame people for smoking. But unfortunately, what happens is that in all these brands,

or in any gutka brand, they look at other comfort products. Like there are gutka products. The name is same as that of water. So, they sell water. The brand is the same but psychologically, when you are watching that ad, you do realize कि यह गुटखे वाला है, वही पानी बना रहा है, वही बिस्किट बना रहा है, चार और प्रोडक्ट्स बना रहा है, पता नहीं और भी क्या-क्या बना रहा है।

The symbol is same and the designing is same. So, we really need to look into this soft advertising that all these gutka kings of India are doing indirectly. I do not know what its solution is, but we must do it because it is in the larger interest of all my friends. I think it is one of the most wonderful debates today. Both Professor Sahab and my friend Kalanidhi – who is not here now – have spoken against smoking. You know that उम्मीद पर दुनिया कायम है। So, I am hoping that there will be a change even in them.

But, hon. Chairperson, Sir, I would like to ask a few questions to the hon. Finance Minister. I appreciate her for bringing in the Bill. But what is really alarming today is that walking around in Delhi is like smoking 50 cigarettes a day. I would like to urge her. I even spoke to Bhupender ji the other day. I was fortunate enough to meet him in the Parliament. Why do you not develop a consensus in the Parliament and give us targets? Give targets to every Member of Parliament where we can help you -- and assist you in building a better society -- for pollution, for smoking, and for all these larger social issues. कभी तो राजनीति छोड़कर हम सबको देश के लिए कुछ करना चाहिए। So, can we do something for smoking and can we do something for air pollution? So, if you also give us some targets ... *(Interruptions)*

HON. CHAIRPERSON: Hon. Member, she had mentioned your name.

SHRIMATI SUPRIYA SULE: I was praising him. I took Kalanidhi ji's name because I really appreciate his intervention.

But is there something that we can do more for air pollution?

HON. CHAIRPERSON: Today, he has shown his determination.

SHRIMATI SUPRIYA SULE: I hope he does something. For all the solutions that he has made for making pockets in every village, if he gives us a solution from Tamil Nadu, we will implement it in Maharashtra to stop smoking. ...

(Interruptions)

SHRI D. M. KATHIR ANAND (VELLORE): I will give you a solution for entire India.

SHRIMATI SUPRIYA SULE: I will be happy to take it and we will give your name also. But, I think, if there is something that we can together do for this, we would be very happy.

Hon. Purandeswari ji talked about welfare State. I appreciate her efforts. She is one of the finest Parliamentarians we have. But do we really want India to be a welfare State? I mean I come from a State which recently had an election, and a programme, which the hon. Shivraj Singh ji started in Madhya Pradesh and which was a very big success, was used in Maharashtra for *Ladli Behnas*, and it was effectively implemented before the election. But what happened to the welfare after elections? आफ्टर इलेक्शन पता नहीं। शिवराज सिंह जी ने मध्य प्रदेश में नहीं किया, लेकिन महाराष्ट्र में हुआ। इसमें 25 लाख महिलाओं के नाम कम किए गए। So, I do not think that this whole welfare business is really the right way forward. What

really is the objective? I go back to my first point as to what is the objective. Even as regards the farmers' issue, I appreciate Shivraj Singh ji's work. He was the most kind to ask when Maharashtra had a huge rainfall. हमारे यहां बहुत बारिश हुई। He was one of the Ministers who reached out to our Government. He was the most helpful. He wanted to come and help us in our State. He himself said, 'कि जो भी लगेगा, हम यहां से दे देंगे।' But it is unfortunate to say, with a heavy heart, that the Government of Maharashtra has still not sent him a proposal. महाराष्ट्र में कह रहे हैं कि कमेटी बनेगी। कब उसकी रिपोर्ट आएगी, उस पर क्या होगा? I really appreciate ...

(Interruptions)

HON. CHAIRPERSON: Yes, Shri Shivraj Singh ji. Please, if you can yield.

... (Interruptions)

SHRIMATI SUPRIYA SULE: Yes, please. I will be happy if you do it.

कृषि और किसान कल्याण मंत्री; तथा ग्रामीण विकास मंत्री (श्री शिवराज सिंह चौहान): मैं निवेदन करना चाहता हूं कि महाराष्ट्र में बाढ़ की जो भयानक त्रासदी आई थी, उसके बाद महाराष्ट्र सरकार ने अपना प्रपोजल 27 तारीख को केंद्र सरकार को भेज दिया है। मैं केवल इतना करेक्ट कर रहा हूं कि महाराष्ट्र सरकार ने प्रपोजल भेज दिया है।

माननीय सभापति: आपने जब जानकारी ली होगी, तब यह नहीं हुआ होगा, लेकिन अब वह आ गया है। इसकी जानकारी माननीय कृषि मंत्री जी ने दे दी है।

श्रीमती सुप्रिया सुले: यह इनका बड़प्पन है। ये सरकार को बचा रहे हैं। आज ही मैंने महाराष्ट्र में कृषि मंत्री जी से बात की। उन्होंने कहा कि हमने अभी तक कोई रिपोर्ट नहीं भेजी। हमारा एक सर्वे हो रहा है। उसके बाद कमेटी बनेगी, उसकी बाद में रिपोर्ट आएगी।

माननीय सभापति: माननीय कृषि मंत्री जी ने ऑन रिकार्ड कहा है।

श्री शिवराज सिंह चौहान: प्राकृतिक आपदाओं के मामले में मैं लगातार राज्य के सम्पर्क में रहता

हूँ। उन्होंने सचमुच में प्रपोजल भेज दिया है।

श्रीमती सुप्रिया सुले : माननीय मंत्री जी, बहुत वरिष्ठ हैं। हमें महाराष्ट्र सरकार से उम्मीद नहीं है, लेकिन इनसे है। So, I will trust you. कृष्णा जी ने कहा- We are one of the fastest growing economies. We are happy if we are, but maybe he missed it in his reading.

HON. CHAIRPERSON: Evasion is about 8.2 per cent, apart from this.

SHRIMATI SUPRIYA SULE: I am not sure; I am confused because I am not a finance expert. मैं बहुत विनम्रता से कहना चाहती हूँ। मैं जो थोड़ा-बहुत पढ़ लेती हूँ, उससे ही कुछ समझ में आ जाता है। एक रिपोर्ट आई है, शायद फाइनेंस मिनिस्टर इसे क्लेरिफाई कर सकें। यह बात पेपर में आई है, आईएमएफ की रिपोर्ट आई है, उसमें कहा गया है – that our situation is slightly different from what Krishna ji was saying. So, I would appreciate and request the hon. Finance Minister to clarify this. The world needs to know where India really stands. If the IMF Report has downgraded and given wrong information about India, we need to correct it to make sure that there is no wrong perception and information about India.

I think these are the limited points. I do not think we have any more suggestion to make, but we appreciate the efforts.

HON. CHAIRPERSON: Your time was only three minutes, but you spoke for more than eight minutes.

SHRIMATI SUPRIYA SULE: Sir, you are very kind to me for overindulging me. I will support the Bill wholeheartedly, and I hope the objective is very clear to reduce smoking and make sure that the tobacco farmer does not get hurt, and we can always find that Shivraj Singh ji जरूर इसके लिए कुछ अच्छा करेंगे।

HON. CHAIRPERSON: Thank you, Supriya. A good debate is going on.

श्री रविन्द्र दत्ताराम वायकर (मुम्बई उत्तर-पश्चिम) : माननीय सभापति जी, मैं केंद्रीय उत्पाद-शुल्क (संशोधन) विधेयक, 2025 के संबंध में बोलने के लिए खड़ा हुआ हूँ। मैं आपका हृदय से आभार व्यक्त करता हूँ कि आपने मुझे देश की अर्थव्यवस्था और जन स्वास्थ्य से जुड़े एक अत्यंत महत्वपूर्ण विधेयक पर अपनी बात रखने का अवसर दिया।

मैं अपनी पार्टी शिवसेना की ओर से इस विधेयक का पुरजोर समर्थन करता हूँ। मैं देश के यशस्वी प्रधान मंत्री श्री नरेन्द्र मोदी जी और माननीय वित्त मंत्री श्रीमती निर्मला सीतारमण जी को विशेष रूप से बधाई देता हूँ कि उन्होंने न केवल देश के राजस्व को सुरक्षित रखने बल्कि देश की युवा पीढ़ी को नशे के चंगुल से बचाने के लिए साहसिक और दूरदर्शी कदम उठाया है। जीएसटी और इनकम टैक्स रिफार्म्स के बाद यह ऐतिहासिक सुधार है जो विकसित और स्वस्थ भारत की नींव को मजबूत करेगा।

हम सब जानते हैं कि जीएसटी लागू होने के बाद राज्यों को होने वाले नुकसान की भरपाई के लिए जीएसटी सेस कम्पेनसेशन लगाया गया था। जब यह सेस समाप्त होने जा रहा है तो आशंका थी कि तम्बाकू उत्पादों पर टैक्स कम हो जाएगा, देश के राजस्व को भारी नुकसान होगा और कीमतें कम होने के कारण इसका सेवन बढ़ सकता है। सरकार ने इस विधेयक के माध्यम से बड़ी सूझबूझ का परिचय दिया और अब द सेंट्रल एक्साइज एक्ट, 1944 की चौथी अनुसूची में संशोधन किया जा रहा है। सरकार कम्पेनसेशनल सेस की जगह एक नई लेवी और एक्साइज ड्यूटी लगा रही है ताकि टैक्स का ढांचा बना रहे और राजस्व भी सुरक्षित रहे।

इस विधेयक के तहत जो कड़े प्रावधान किए गए हैं, मैं इनका स्वागत करता हूँ। तम्बाकू और उससे जुड़े उत्पादों पर 40 प्रतिशत जीएसटी के साथ 70 प्रतिशत या इससे अधिक सेस लगाने का प्रस्ताव है। माननीय वित्त मंत्री जी ने कहा था कि 40 प्रतिशत जीएसटी से ऊपर नहीं जा सकते लेकिन अब 70 प्रतिशत या इससे ज्यादा सेस लगाने का प्रस्ताव किया गया है।

सिगरेट की लंबाई और फिल्टर के आधार पर प्रति स्टिक 2700 रुपये से 11,000 रुपये तक की स्पेसिफिक ड्यूटी तय की गई है। इतना ही नहीं अनिर्मित तम्बाकू पर 60 से 70 प्रतिशत

और निकोटिन इन्हेलेशन उत्पादन पर सौ प्रतिशत की ड्यूटी लगाने का प्रावधान भी किया गया है। यह कदम उठाना इसलिए जरूरी था क्योंकि सिगरेट, हुक्का, जर्दा और तम्बाकू जैसे उत्पादन समाज के लिए घातक हैं, अगर इन पर टैक्स कम होता तो ये और सस्ते हो जाते और इससे समाज में ज़हर और तेजी से फैलता। सरकार ने टैक्स के बोझ को बरकरार रखकर देशहित में फैसला किया है। यह बिल सिर्फ अर्थशास्त्र की दृष्टि से ही सही नहीं है बल्कि जीवन की रक्षा के लिए भी सही है। आज तम्बाकू हमारे देश के लिए महामारी बन चुका है। हमारे देश में हर साल तम्बाकू सेवन से 13.5 लाख यानी 1.35 मिलियन लोगों की मौत हो जाती है।

ग्लोबल ट्रेड सर्वे यानी जीटीएस टू और अन्य रिपोर्ट्स यह बताती हैं कि तंबाकू के कारण देश में सालाना 1,77,341 करोड़ रुपये का आर्थिक नुकसान होता है। यह हमारी जीडीपी के एक प्रतिशत से भी ज्यादा है।

महोदय, एक महत्वपूर्ण बात यह है कि सरकार जितना कर का संकलन करती है, हम उससे कहीं अधिक रुपये तंबाकू से होने वाले कैंसर और अन्य बीमारियों के इलाज पर खर्च कर देते हैं। हमें इसके माध्यम से सीखना चाहिए। यह हमारी युवा पीढ़ी के लिए सबसे ज्यादा चिंताजनक बात है। आज हुक्का बार, वेपिंग मशीन और फ्लेवर्ड तंबाकू के नाम पर युवाओं को गुमराह किया जा रहा है। जब कोई युवा इसकी चपेट में आ जाता है, तो इसकी कैद से बाहर निकलना बहुत मुश्किल होता है।

महोदय, सेन्टर फॉर डिसीज़ कंट्रोल के आंकड़े बताते हैं कि भारत में नशा छोड़ने की जो दर है, वह बहुत ही कम है। व्यापक जागरूकता के बावजूद केवल सात प्रतिशत लोग ही बिना सहायता के नशा छोड़ पाते हैं। इसलिए इन उत्पादों को मंहंगा किया जाए, यह युवाओं को इससे दूर रखने का सबसे प्रभावी तरीका है। एक जिम्मेदार सरकार का यह दायित्व है कि वह अपने नागरिकों के फेफड़ों को धुएं से बचाए और यह बिल उसी दिशा में एक सर्जिकल स्ट्राइक है।

महोदय, अंत में, मैं इस बिल का समर्थन करते हुए, सरकार को कुछ सुझाव देना चाहता हूं। राजस्व का सही उपयोग हो। हम लोग टैक्स के माध्यम से जो कमाएंगे, इसके लिए रेवेन्यू

यूटिलाइजेशन के इस बढ़े हुए सेस और एक्साइज ड्यूटी से राजस्व प्राप्त होगा, जिसका उपयोग केवल सामान्य बजट में न किया जाए, बल्कि मेरी मांग है कि इसका एक बड़ा हिस्सा कैंसर अस्पतालों के निर्माण और नशामुक्ति केन्द्रों (रीहैबिलिटेशन सेंटर्स) की स्थापना पर खर्च किया जाए।

महोदय, यहां पर कई सदस्यों ने अपने विचार रखे हैं कि किसान ही खेती करता है, तब वह क्या करेगा? मैं सुझाव देना चाहता हूं कि जो किसान तंबाकू की खेती पर निर्भर हैं, वे वैकल्पिक फसलें यानी अल्टरनेटिव क्रॉप्स की ओर अग्रसरित हों, जिसके लिए उन्हें विशेष पैकेज दिया जाए, ताकि उनकी आजीविका पर असर न पड़े।

सभापति महोदय, स्कूलों और कॉलेजों में तंबाकू के खिलाफ जागरुकता अभियान और तेजी से चलाए जाएं। मैं आपके माध्यम से बताना चाहता हूं कि महाराष्ट्र में गुटखाबंदी है, मगर गुटखा सरेआम मिल रहा है। तंबाकू के माध्यम से बनाया गया गुटखा महाराष्ट्र में सरेआम बेचा जा रहा है। उसे सख्ती से बंद किया जाए। ऐसे लोगों को कड़ी से कड़ी सजा मिले, ऐसा कानून बनाना चाहिए। मैं यह मांग करता हूं।

सभापति महोदय, यह विधेयक आर्थिक समझदारी और सामाजिक जिम्मेदारी का एक बेहतरीन संतुलन है। यह न केवल खजाने को भरेगा, बल्कि कई जिंदगियां भी बचाएगा। मैं एक बार फिर से माननीय प्रधानमंत्री मोदी जी और माननीय वित्त मंत्री जी का आभार व्यक्त करता हूं। उन्होंने पहला सुख 'निरोगी काया' के मंत्र को चरितार्थ किया है। मैं अपनी पार्टी की ओर से केन्द्रीय उत्पाद-शुल्क (संशोधन) विधेयक, 2025 का पूर्ण समर्थन करता हूं।

श्री अरुण गोविल (मेरठ): माननीय सभापति महोदय और इस सदन के मेरे साथियों, जय श्रीराम।

महोदय, मैं केन्द्रीय उत्पाद-शुल्क (संशोधन) विधेयक, 2025 का पूर्ण समर्थन करता हूं। आज मैं इस विधेयक के समर्थन में बोलने के लिए इसलिए खड़ा हुआ हूं, क्योंकि मैं खुद पिछले 50 सालों पूरी तरह से नशामुक्त हूं। मुझे याद है कि रामायण में अभिनय करने से पहले मैं चेन स्मोकर था। मैं दिन भर गुटखा खाता था। जब रामायण मेरे जीवन में आई, उस दिन से लेकर आज तक मैं

नशामुक्त हूं। इसलिए मैं आज इस बिल के समर्थन में यहां बोलने के लिए खड़ा हुआ हूं। यह बिल तंबाकू और उससे जुड़े उत्पादों पर नई एक्साइज ड्यूटी स्ट्रक्चर को लागू करता है। जीएसटी लागू के बाद इन उत्पादों पर एक्साइज ड्यूटी कम कर दी गई थी, क्योंकि कंपनसेशन सेस लगाया गया था। अब देश के राजस्व की सुरक्षा के लिए एक्साइज ड्यूटी को नए सिरे से व्यवस्थित करना जरूरी है। यह बिल तंबाकू, सिगरेट और पान-मसाला जैसे सिन गुड्स पर केन्द्रित है। इसका उद्देश्य इन चीजों पर पहले की जीएसटी प्लस सेस व्यवस्था को हटाकर नई टैक्स संरचना लाना है। इससे सरकार का राजस्व ढांचा बदलेगा।

यह बिल तंबाकू और तंबाकू उत्पादों पर एक्साइज ड्यूटी बढ़ाने से जुड़ा हुआ है। हम सब जानते हैं कि तंबाकू की लत सिर्फ एक आदत नहीं है, बल्कि यह एक गंभीर स्वास्थ्य समस्या है। तंबाकू का सेवन कैंसर, हृदय रोग और कई जानलेवा बीमारियों का कारण बनता है। इसलिए सरकार का यह कदम जन स्वास्थ्य की सुरक्षा यानी स्वास्थ्य सुरक्षा को मजबूत करेगा।

सरकार ने यह कदम इसलिए उठाया है कि लोग तंबाकू का सेवन कम करें और युवा पीढ़ी इस लत से दूर रहे। इस बिल का उद्देश्य है, सरकार के राजस्व को सुरक्षित रखना, ताकि देश की आर्थिक स्थिरता बनी रहे। यह बिल समाज में स्वास्थ्य के प्रति जागरूकता भी लाएगा। यह बिल जन स्वास्थ्य और रेवेन्यू को मजबूत करने की एक आवश्यक पहल है। तंबाकू और अन्य हार्मफुल प्रोडक्ट्स पर 40 परसेंट जीएसटी और बढ़ी हुई एक्साइज ड्यूटी का प्रस्ताव जनता के हेल्थ प्रोटेक्शन और सोशल वेलफेयर के लिए एक महत्वपूर्ण कदम है। इस बिल का उद्देश्य हार्मफुल वस्तुओं की खपत कम करना और देश के विकास के लिए आवश्यक संसाधन सुरक्षित करना है। मैं यह भी कहना चाहता हूं कि यह बिल किसी भी नागरिक या उद्योग पर अनावश्यक बोझ डालने के लिए नहीं है, बल्कि भारत के टैक्स बेस को मजबूत करने, हेल्थ रिस्क वाले उत्पादों को नियंत्रित करने और वित्तीय अनुशासन बनाए रखने के लिए है।

मैं सरकार के इस निर्णय की सराहना करता हूं कि उसने पब्लिक हेल्थ फर्स्ट की सोच के तहत यह मजबूत कदम उठाया है। तंबाकू पर बढ़ा टैक्स लोगों को इससे दूर करने में मदद करेगा

और देश में बीमारियों का बोझ कम करेगा। कैंसर, सांस तथा प्रेग्नेंसी में होने वाली बीमारियों को बढ़ाने वाले तंबाकू, सिगरेट इत्यादि पर एक्साइज ड्यूटी बढ़ाना लोगों को इन बुराइयों से दूर रखने के लिए एक अच्छा कदम है। आदरणीय प्रधानमंत्री श्री नरेन्द्र मोदी जी की सरकार लोगों के स्वास्थ्य की चिंता करते हुए पहले केंद्रीय बजट में स्वास्थ्य पर ऑलरेडी एक लाख करोड़ रुपए खर्च कर रही है। प्रधानमंत्री श्री नरेन्द्र मोदी जी के नेतृत्व में सरकार हमेशा देशहित को प्रथम रखकर कार्य कर रही है। यह बिल उसी दिशा में एक महत्वपूर्ण कदम है। मैं इस बिल का पूर्णतया समर्थन करता हूँ। धन्यवाद। जय श्री राम।

SHRI SASIKANTH SENTHIL (TIRUVALLUR): Hon. Chairperson, Sir, I rise to register not just my opposition to this Bill but also my deep concern over the *ad-hoc* or short-sighted decisions that the Government is taking and also manipulating the taxation system since the time GST started.

The Central Excise (Amendment) Bill, 2025 is another example. The Government is in the habit of taking *ad-hoc* decisions, non-participative decisions, and then compensating for its own problems by introducing more and more bills and pretending to rescue the nation. Let us be very clear. This Bill is neither about public health nor about national security. It is about filling a fiscal hole created by the Government's own failed GST implementation and its irresponsible borrowing.

Sir, the Government introduced GST with fanfare saying that we will have “one nation, one tax”. Since the day it has been introduced, it has been ‘one nation and constant confusion’. For eight long years, the Government failed to manage GST revenues transparently, share it in time with the states; and created a lot of problems for the states. The so-called compensation cess, which

was actually proposed for only five years, became a never-ending burden. It is primarily because of the Centre's failed attempt to protect revenues and also the reason it took massive loans, and then used the compensation cess to pay its own debts. Today, instead of admitting that the GST has been riddled with design flaws, and technical failures, the Government brings an amendment and sells it as a public health reform, which is absolutely misleading.

Sir, this Bill claims to maintain tax incidence, but what it actually does is, it is going back to the pre-GST era. So basically now, we will have GST, Central Excise, and then cess also. So basically, all the reform ideas which were proposed, I think, again we are going to have multiple confusions in the GST regime. This Government has achieved something extraordinary. They are bringing back the pre-GST tax structure. They managed to invent an even more complicated, cumbersome, and oppressive tax.

Sir, now the manufacturers, especially small-scale and traditional businesses, will be crushed under the compliance requirements. We will see the details later. If it is about health issues, if it was about protecting the people from the ill issues of tobacco, which was discussed for so long, the Government actually should have spent more on cancer treatment, de-addiction programs, and other things. But, this is just a fiscal arrangement which the Government is doing. Sir, there is absolutely no clarity. Probably, we will have to wait for the companion bill also which may explain where this cess will go, or how much cess is going to be collected which will later be transformed into outcomes.

The major issue for which I am opposing this Bill is also for the larger GST

landscape, where States are repeatedly being ignored, compensation dues are chronically delayed, rate decisions are driven by political compulsions and not economic logic and rate inversions cause chaos for MSMEs. The entire GST, which is supposed to be in a co-operative federal structure, is completely not running in the way it should be running.

This Bill is nothing but a continuation of the same undemocratic style of functioning, centralisation of power, decentralisation of blame and also *ad hoc* decision making, introduce one more Bill, one more Bill and then destroy all the reform process that you have brought in.

Sir, if the Government is truly committed to reducing these harmful consumptions, it should go into other methods and not put a technical thing as a public health reform. I think the Bill is just a compensation for what problems are created through GST. It should not have taken so long. But to push it as a public health reform is something I do not think is in good interest. I oppose this Bill for this *ad hoc* method in which GST is being handled. The entire federal structure and the federal decision making process is being compromised in this country.

श्री सुधाकर सिंह (बक्सर) : माननीय सभापति महोदय, आज मैं सदन में केन्द्रीय उत्पाद-शुल्क (संशोधन) विधेयक, 2025 पर चर्चा के लिए खड़ा हुआ हूँ। सभापति महोदय, यह विधेयक केवल कर उगाही तक सीमित होता, तो यहां बहुत बहस की आवश्यकता महसूस नहीं होती। लेकिन, बिंदुवार तथ्यों की जांच से बहुत स्पष्ट हो रहा है कि सिन-टैक्स की आड़ में ऊंचे कर निर्धारण के क्रम में ग्रामीण अर्थव्यवस्था, रोजगार एवं किसानों की आय जैसे विषयों पर पड़ने वाले असर को अनसुना ही नहीं किया गया, बल्कि यह बड़े कॉर्पोरेट्स और बहुराष्ट्रीय कंपनियों को बढ़ावा देने वाली

नीति साबित होगा।

सभापति महोदय, सरकार को यह बिल लाते समय ध्यान रखना चाहिए था कि बीड़ी, तंबाकू एवं अन्य स्थानीय उत्पादों के उत्पादन में ग्रामीण क्षेत्रों में करीब 40-45 लाख लोगों को रोजगार उत्पन्न होता है। इसमें खास तौर से महिलाओं को अपने घरेलू कार्य के इतर आमदनी का एक वैकल्पिक जरिया हासिल होता है, जिससे उनका अपना तथा उनके परिवार के लोगों का भरण-पोषण होता है।

अगर हम बीड़ी जैसे उत्पाद को देखें, तो पहले जहां 1,000 बीड़ी की संख्या पर एक-दो रुपए टैक्स देना पड़ता था, इस संशोधन के बाद दस प्रतिशत टैक्स देना पड़ेगा। इसके चलते कुटीर उद्योग आधारित उत्पाद महंगे होने के चलते संस्थागत कॉरपोरेशन और मजबूत उद्योग मशीन आधारित उत्पाद प्रणाली के जरिए बाजार पर कब्जा कर लेंगे। इसका दुष्परिणाम होगा कि इससे छोटे और कुटीर उद्योग बर्बाद हो जाएंगे। इसके साथ ही ग्रामीण क्षेत्रों में महिला रोजगार पर व्यापक असर होगा, जिसकी भरपाई के किसी वैकल्पिक प्रबंध की व्यवस्था इस विधेयक में कहीं भी दिखाई नहीं देती है। इसके अलावा इस विधेयक से जटिल कर ढांचा और ऊंची कर लागत से कुटीर एवं असंगठित क्षेत्र के उद्योग, खास तौर से बीड़ी और तंबाकू जैसे उद्योगों के बंद होने से उत्पन्न चुनौतियों से निपटने के लिए इसमें कोई पुख्ता प्रावधान दिखाई नहीं पड़ रहा है। इससे ग्रामीण क्षेत्रों में केवल रोजगार पर ही असर नहीं होगा, बल्कि असंगठित क्षेत्र के छोटे कारोबारियों का दिवालिया हो जाने का खतरा भी मंडराता रहेगा। तंबाकू और पान मसाला पर लगने वाला जीएसटी राज्यों के लिए आय का एक बड़ा स्रोत रहा है। इसकी जगह नए कर ढांचे से राज्यों पर वित्तीय प्रभाव क्या होंगे, इसकी चर्चा इस विधेयक में कहीं नहीं दिखाई दी है। इसका जवाब माननीय मंत्री महोदया अपने उत्तर में देने का जरूर प्रयास करेंगी। इन उत्पादों के सेवन से उत्पन्न स्वास्थ्य चुनौतियों से निपटना राज्य सरकारों के ऊपर एक बोझ के समान होता है। सरकार के द्वारा यहां पर एक और तर्क दिया जा रहा है कि ऊंचा टैक्स रेट लोगों के स्वास्थ्य पर पड़ने वाले कुप्रभाव को रोकने के लिए किया जा रहा है। हालांकि, मेरा अपना अनुभव इस तथ्य को झुठलाता है। सरकार द्वारा इस व्यवस्था से अर्जित

अतिरिक्त रकम से किसानों को वैकल्पिक खेती, वैकल्पिक रोजगार एवं तंबाकू उन्मुखीकरण (de-addiction) जैसे कार्यक्रमों में इस्तेमाल की व्यवस्था कहीं भी दिखाई नहीं देती है। सरकार की मंशा इससे स्पष्ट हो रही है।

क्या भारत सरकार बिहार, कर्नाटक एवं आंध्र प्रदेश में तंबाकू खेती और प्रसंस्करण में लगे लाखों किसानों एवं मजदूरों के लिए वैकल्पिक खेती तथा वैकल्पिक रोजगार के लिए किसी विशेष प्रावधान का विचार रखती है? क्या सरकार सिन-टैक्स की आड़ में कर भार से केवल बड़े कॉर्पोरेट्स को फायदा पहुंचाना चाहती है?

अतः माननीय मंत्री महोदया अपने उत्तर में जरूर इन सभी बिंदुओं पर विषयवार जवाब देने का प्रयास करेंगी। धन्यवाद।

SHRI MADDILA GURUMOORTHY (TIRUPATI): Sir, this Bill amends the Central Excise Act, 1944. Sir, after GST was rolled out in 2017, excise duty remained only on tobacco and related products. With the GST compensation cess ending as the loans to compensate States are repaid, this Bill restores fiscal space by shifting that burden into core excise.

Under Article 2, Schedule IV, Section IV, tariff items 2401-2404, the Bill replaces the entire tobacco tariff table in Section IV. It imposes about 70 per cent duty on unmanufactured tobacco, strong specific duties on cigarettes per thousand sticks, higher duties on chewing and smoking mixtures, and clear rates for new nicotine products.

Sir, I would like to highlight the positive outcome of the Bill. Regarding tariff items 2401 10-20, 2401 30-00, a uniform high duty on all unmanufactured tobacco types and tobacco refuse reduces disputes and makes compliance simpler for farmers and traders. Regarding tariff items 2403 99 10-30, a very

high duty on chewing and scented tobacco supports public health goals while preserving the revenue.

Under Article 1(2), Financial Memorandum, the shift from cess to excise protects Centre's revenue without fresh budgetary outgo and supports medium-term fiscal planning.

Sir, I have a few questions. Regarding tariff items 2402 20, how will the length-based slabs be monitored so that cigarettes are not mis-declared against 65mm, 70mm and 75mm to reduce duty? Regarding tariff items 2403 19 21-29, what safeguards will stop machine-made bidis being shown as hand-made to claim the concessional rate? Regarding tariff items 2404 12 00, 2404 91-99 00, when will the final duty rates be notified for fast-growing oral and transdermal nicotine products? Regarding tariff item 2403 99 70 versus 2403 99 10, how will diversion of low-tax cut tobacco into high-tax chewing tobacco be prevented across State borders?

With these comments, I support this Bill.

SHRIMATI MAHIMA KUMARI MEWAR (RAJSAMAND): Hon. Chairperson Sir, I rise today to speak in support of the Central Excise (Amendment) Bill, 2025, which, in my respectful submission, is not merely a fiscal adjustment but a decisive step towards strengthening our nation's public health architecture. For that, I would like to thank our hon. Prime Minister as well as our hon. Finance Minister.

भारत वर्ष 2047 तक विकसित बनाने के मंत्र के साथ विकास की साधनारत् है । इसके विकास में महिलाओं, युवाओं और अन्नदाता किसानों की भूमिका बहुत अधिक महत्वपूर्ण है ।

जीएसटी सुधार के माध्यम से करों के स्तर को सरल किया गया है, जिसके माध्यम से देश में मांग में वृद्धि हुई है और उसका परिणाम अभी जीडीपी की 8.2 परसेंट ग्रोथ से भी देखा जा सकता है। इसके लिए हमारी माननीय मंत्री, आदरणीय निर्मला सीतारमण जी का बहुत-बहुत धन्यवाद। देश के स्वास्थ्य की चिंता करना भी जरूरी है। इसकी जागरूकता को बढ़ाने के लिए अभी पूरे देश में सांसद खेल प्रोग्राम किए जा रहे हैं। इसके साथ-साथ अन्य प्रकार से भी स्वास्थ्य के प्रति जागरूकता को बढ़ाये जाने के उपाय किए जा रहे हैं। इस क्रम में स्वास्थ्य के लिए हानिकारक नशे के उत्पादनों के प्रयोग में नियंत्रण को हतोत्साहित करने के क्रम में इस संशोधन बिल को देखा जाना चाहिए।

This Bill becomes necessary at a time when the GST Compensation Cess is being gradually phased out. Without corresponding safeguards, harmful products such as tobacco would inevitably become cheaper and more accessible, particularly in rural and semi-urban markets where enforcement challenges remain acute. The proposed increase in excise duty ensures that the overall tax burden on tobacco products remains stable, so that affordability does not rise and consumption does not spike. This approach reflects responsible governance, balancing fiscal rationality with the fundamental obligation to protect the health and welfare of our people.

The real impact of this legislation must be understood not in economic abstractions, but in its effect on ordinary families, children, and village communities. In small towns and rural belts across the country, beedis, gutka, and inexpensive cigarettes remain dangerously easy to obtain. Young adolescents encounter tobacco not behind closed doors, but in public spaces, school-adjacent kiosks, weekly rural markets and roadside shops.

Experimentation begins early, often before young minds fully understand

the consequences of addiction. This early exposure translates into long-term dependence, deteriorating health, educational dropouts, and increasing medical expenditure for families that can least afford it. In many agricultural and tribal communities, we see a parallel reality of undernutrition, school absenteeism, and growing health hazards directly connected to tobacco-use among adults and adolescents alike. A lot of children do not go to schools because they use all these things. When families spend their limited income on addictive products, resources meant for food, education and healthcare suffer.

By sustaining price deterrence through calibrated tax policy, this Bill intervenes at the most vulnerable entry point of addiction. Price remains one of the strongest barriers preventing children and youth from initiating tobacco use. When products remain unaffordable, experimentation reduces, progression to habitual use declines, entire patterns of household consumption change, parents reduce usage, children remain protected from exposure, and community health gradually improves. In this sense, the Bill serves as a protective shield around young Indians who constitute our demographic dividend, ensuring that future generations remain healthier, more educated and more productive.

India continues to confront an alarming burden of tobacco-related non-communicable diseases ranging from oral cancers to lung ailments and cardiovascular disorders. These illnesses do not strike in isolation; they devastate families emotionally and financially. Rural populations, daily-wage earners and low-income households face the worst consequences, often arriving at hospitals only when disease has reached advanced and costly stages.

Preventive public policy, therefore, must remain our primary defence. Alongside discouraging consumption, this Bill also ensures that revenue generated from harmful commodities strengthens national healthcare capacity.

Under the present Government's leadership, our medical infrastructure has seen historic expansion. The number of AIIMS institutions has tripled, medical colleges have doubled nationwide, and the Ayushman Bharat Scheme has delivered treatment access to crores of beneficiaries.

The philosophy guiding this legislation is both practical and principled. The economic burden created by harmful products is redirected into building hospitals, training doctors, and guaranteeing medical insurance for the poor. Vice, in effect, finances public virtue.

Concerns regarding State revenues deserve serious attention and have been responsibly addressed through this legislative structure. The removal of the compensation cess does not diminish the constitutionally guaranteed share of States in Central taxes. Adjustments in excise duty simply preserve overall revenue neutrality while ensuring that pricing deterrence remains intact. States continue to receive forty-one percent of the divisible tax pool as determined by the Finance Commission, and absolute financial devolution under the current Government has reached unprecedented levels. This Bill does not compromise cooperative federalism. Rather, it aligns fiscal federalism with public health priorities by ensuring uniform protection across all regions of the country.

Equally important is the need to reassure farmers and bidi workers whose livelihoods depend on tobacco cultivation and processing. This Bill does not

target production, it addresses consumption alone. The Government has parallelly promoted crop diversification programs that have already shifted lakhs of acres away from tobacco cultivation into sustainable agricultural alternatives. Income-support schemes, skill assistance programmes and rural welfare initiatives continue to protect worker livelihoods while facilitating transitions where feasible. This balanced policy ensures that we do not trade one social harm for another. Rural incomes are protected even as public health objectives advance.

Another area where clarity is needed is enforcement against illicit tobacco trade. Global experience shows that smuggling flourishes where regulatory systems are weak, not where taxes are strong. This legislation is supported by a strengthened enforcement ecosystem involving digital tax stamps, track-and-trace mechanisms, and coordinated action among Customs, GST authorities and the Directorate of Revenue Intelligence. These initiatives have already led to record seizures and dismantling of organized smuggling networks. Higher excise duties do not weaken enforcement; they enhance its effectiveness by incentivizing systematic monitoring and accountability.

Sir, the most profound justification for this Bill lies in the future we owe our children. Tobacco addiction strikes at the physical vitality, educational attainment, and economic productivity of our youth. It undermines classrooms before it weakens hospitals; it erodes human capital before it appears on Government balance sheets. In a nation preparing itself for a developed future, safeguarding the health of the next generation cannot be secondary to fiscal

adjustments. This legislation embodies that long-term vision. It ensures that a technical transition in tax policy does not generate a social setback in public health.

The Central Excise (Amendment) Bill, 2025 therefore represents a thoughtful convergence of governance priorities, fiscal discipline, social equity, healthcare investment, federal stability, rural protection, and youth welfare. It is legislation rooted not merely in numbers but in human outcomes. By maintaining the deterrent pricing of tobacco products, this Bill protects children in classrooms, families in villages, and workers in our towns from avoidable suffering. It stands as an example of policymaking that prioritizes prevention over cure and welfare over expediency.

With deep conviction, I support this Bill and commend it to the House as a necessary and humane measure in the national interest. While Supriya ji was saying that we should not do politics in it, and we together have to work on this, looking at the condition of our young generation, I will say that this is something where we have to work together. To achieve the goal of Viksit Bharat -2047, we all have to work together.

With these words, I support the Bill and would extend my gratitude to the hon. Prime Minister and the hon. Finance Minister for bringing in this Bill in the House. Thank you.

***SHRI NAVASKANI K. (RAMANATHAPURAM):** Hon Chairperson Sir.

* English translation of the speech originally delivered in Tamil.

Vanakkam I thank you for allowing me to speak on the Central Excise (Amendment) Bill 2025. This Bill proposed for increasing the excise duties for tobacco and tobacco related products. If consumption of tobacco is reduced with increasing the excise duties on tobacco, then we can welcome that initiative. In fact, this Bill proposes to increase the excise duty just for the sake of income generation. Usage of tobacco products is directly affecting our younger generation. If we cannot completely ban the usage of tobacco, we can at least make an effort minimise its consumption. This Bill aims to reduce the Cess on tobacco, and as a way of compensation, it proposes to increase excise duty for such tobacco products. But due to this change, there is no income for the States. While introducing GST during 2017, since majority of the income of the State Government is transferred to the Union Government, it was assured by the Union Government to provide compensation against the losses faced by the States concerned. This Bill says that the time limit for providing such a compensation comes to an end. They have not created alternative ways for income generation by States. Even this increase in Excise duty will not help the States and their fiscal position. The States are forced to be dependent on the Union Government for taking any decisions relating to fiscal management. Still an alternative income is generated for the States, this compensation amount should be released for the States. It is estimated that as many as 40 million or approximately 4 Crore tobacco producers and sellers are engaged in this Industry. They should be provided with alternative sources and plantation of other crops for their livelihood. In Tamil Nadu there are lakhs of labourers who

are engaged in Beedi manufacturing. Tobacco production should be reduced. Usage of tobacco should also be reduced. If by increasing the Excise duty, the usage of tobacco and tobacco related products is reduced, it is a welcome step and I wholeheartedly welcome that. Thank you.

माननीय सभापति: माननीय श्री रमाशंकर राजभर जी ।

SHRI VARUN CHAUDHRY (AMBALA): Sir, there is no quorum in the House.

माननीय सभापति: घंटी बजाई जा रही है -

अब गणपूर्ति हो गई है ।

माननीय सदस्य, श्री रमाशंकर राजभर जी, आप अपना भाषण शुरू करें ।

... (व्यवधान)

16.00 hrs

माननीय सभापति: कोरम पूरा हो गया है । श्री रमाशंकर राजभर जी ।

माननीय सदस्यों से आग्रह है कि कृपया सदन में बैठें, बहुत अच्छी डिबेट चल रही है ।

श्री रमाशंकर विद्यार्थी राजभर (सलेमपुर): सभापति महोदय, आपने मुझे बहुत महत्वपूर्ण विषय पर बोलने का मौका दिया है, इसके लिए मैं आपको धन्यवाद देता हूँ ।

सभापति महोदय, हमारा मुल्क परंपरा, सभ्यता बहुत दिनों से संजोए हुए है । हमारी परंपरा रही है कि शिष्टाचार की चार निशानी – आओ-बैठो, हुक्का-पानी । पुर्तगाल से 17वीं शताब्दी में तम्बाकू आया । हमारे देश में उसका विकल्प तेंदू पत्ता निकाल लिया । वह सिगरेट में भरने के लिए लाए थे लेकिन हमने उसे तेंदू पत्ता में उसे भर कर बीड़ी बना लिया । फिर उससे वह आगे बढ़ा तो वह पान में भी पड़ने लगा ।

सभापति जी, वर्ष 1899 के दक्कन में भीषण अकाल के बाद बीड़ी का उत्पाद प्रमुख हुआ और यह सभी जाति वर्ग की बाधाओं को तोड़ कर हुक्के की शक्ल लेने लगा । स्वदेशी आंदोलन ने इसमें चार चांद लगा दिया और स्वदेशी आंदोलन से प्रभावित होकर स्वदेशी अपनाने में इसका काफी

प्रसार हुआ। स्वतंत्रता संग्राम के दौरान बीड़ी उद्योग भारतीय समाज के सभी वर्गों को शामिल करने लगा और भारत की अर्थव्यवस्था का एक महत्वपूर्ण हिस्सा बन गया।

महोदय, दूसरे विश्व युद्ध के दौरान बीड़ी भारतीय सैनिकों के राशन में भी सम्मिलित थी, आप इसी से इसकी महत्ता समझ सकते हैं। मैं उधर नहीं जाना चाहता हूँ। रोटी, व्यवसाय, शौक और आफत।

माननीय मंत्री जी, यह क्षेत्र गरीबों की रोटी का भी इंतजाम करता है। इससे चार बजे भोर में उठकर तेंदू पत्ता तोड़ने वाली महिलाओं की रोजी-रोटी चलती है। इससे हमारे मुल्क की आदिवासी-दलित इलाकों के गरीब लोग अपना जीविकोपार्जन करते हैं। ... (व्यवधान) मैं व्यवसाय की ओर भी आ रहा हूँ। व्यवसाय की स्थिति यह है कि इससे कुछ लोग व्यवसाय भी करते हैं और यह कुछ लोगों का शौक भी है। मंत्री जी, सब एक-दूसरे से जुड़े हुए हैं और अंत में आफत आती है। हम उत्पादन करते हैं। हम पैकिंग के समय उस पर लिख देते हैं कि यह जानलेवा है, इसमें कैंसर है। हम उत्पादन भी करते हैं और पैकिंग भी करते हैं। विषय यह है कि हम इस पर जोर लगा रहे हैं, उस कर से जिनकी रोटी चल रही थी, उनको कितना लाभ हो पाएगा? क्योंकि वे तो वहीं रहेंगे। अगर वे वहां नहीं रहते हैं, तो मैं आपसे कहना चाहता हूँ कि हमने जहां-जहां कर बढ़ाया है, शराब को देख लीजिए। बिहार और गुजरात में शराबबंदी हुई, तो वहां शराब महंगी हो गई। वहां कालाबाजारी बढ़ी और वहां शराब महंगे दामों पर मिलने लगी। दो-तीन चीजों के संबंध में यह बड़ा प्रश्न है कि हम कह रहे हैं कि कर बढ़ाने से स्वास्थ्य सुधरेगा लेकिन अवैध कारोबार बढ़ेगा। हमने कर बढ़ा कर यह देख लिया है। हमने कर बढ़ाया तो उसके बाद उसमें कितनी कालाबाजारी बढ़ी है।

दूसरा प्रश्न है कि छोटे उद्योग और मजदूरों का क्या होगा? तम्बाकू, बीड़ी, पान, मसाला फ्लेवर इंडस्ट्री से लाखों किसान जुड़े हुए हैं। आप कह रहे हैं कि इस बजट से जो आय होगी, हम वह प्रदेशों को देंगे। अगर हम वह प्रदेशों को देंगे और उस आय को स्वास्थ्य पर खर्च करेंगे तो मैं आपसे आग्रह करता हूँ, मंत्री जी मैं आपका आभारी हूँ कि आप अच्छा काम कर रही हैं लेकिन इससे जितनी आय हो रही है, इस व्यवसाय में लगे कृषि विभाग को दे दीजिए। कृषि विभाग से कहिए कि

इसे किसान को दें और किसान को दूसरी तरफ मोड़े, तभी जाकर किसानों का भला होगा और विपत्ति से छूटकारा मिलेगा। तीसरा प्रश्न है, सरकार यह कह रही है कि पैसा स्वास्थ्य और सुरक्षा पर खर्च होगा, पिछले वर्षों में लगे सैकड़ों करोड़ रुपये का कितना हिस्सा नशा मुक्ति कार्यक्रमों में लगा, कितने हेल्थ सेंटर बनाए गए, कितनी जागरूकता मुहिम चली। यह सच है कि सार्वजनिक जानकारी केवल उसी को जन्म देती है जहां पर सावधानियों का कोरम सा पूरा हो जाता है। लोग कैंसर से मर रहे हैं, आप ही कह रहे हैं कि इसी उत्पाद की बदौलत 27 परसेंट तक लोग कैंसर से मर रहे हैं। बिना तम्बाकू खाने वाले भी मर रहे हैं, लेकिन जिस कर से लाभ होगा, उस कर से रोटी जिसकी चलती है, उनका क्या होगा? इस कर से जो इस व्यवसाय में लगे हैं, उनका क्या होगा? इस कर से जो शौक पाले हुए हैं, जो आफत आयी हुई है, इस उत्पाद से होने वाली आय को क्या हम कैंसर पीड़ितों पर खर्च कर पाएंगे? जो लोग इस व्यवसाय से जुड़े हैं। इस बिल को तुरंत संसदीय समिति को भेजा जाए, इसका स्वास्थ्य और सामाजिक और आर्थिक प्रभाव का विस्तृत अध्ययन किया जाए। एमएसएमई और कुटीर उद्योगों और छोटे उत्पादकों के लिए विशेष राहत प्रावधान जोड़े जाएं, हेल्थ सिक्योरिटी को पारदर्शी और जनहित में यह सुनिश्चित किया जाए, जब तक ये सुधार नहीं होंगे, हम इसमें और सुधार की मांग करते हैं। इस बिल को निश्चित रूप से स्टैंडिंग कमेटी में भेजा जाए ताकि इससे प्रभावित होने वाले हर पक्ष की बात संज्ञान में आ सके। धन्यवाद।

श्री दर्शन सिंह चौधरी (होशंगाबाद): सभापति महोदय, आज मैं इस सदन के समक्ष एक ऐसे विषय पर अपनी बात रखने आया हूं, जो केवल अर्थव्यवस्था और राजस्व का मुद्दा नहीं है बल्कि यह जन स्वास्थ्य, राष्ट्र निर्माण और भारत के भविष्य की सुरक्षा का विषय है।

महोदय, आज हम जिस Central Excise (Amendment) Bill, 2025 पर चर्चा कर रहे हैं, वह केवल एक वित्तीय संशोधन नहीं है, बल्कि यह देश के करोड़ों नागरिकों के जीवन से सीधा जुड़ा हुआ सुधार है। यह संशोधन बहुत आवश्यक था। सन् 1944 में बने कानून की चौथी अनुसूची आज की पीढ़ी, आज की तकनीक और आज के बाजार की वास्तविकताओं से मेल नहीं खाती है। तंबाकू उद्योग पिछले 15 वर्षों में तेजी से बदल गया है। Heat-not-burn products, Nicotine

delivery devices, सुगंधित तंबाकू, फ्लेवर मिक्स उत्पाद, सुपारी-आधारित मिश्रित उत्पाद, और E-nicotine variants जैसे आधुनिक उत्पाद मौजूद हैं, जिनकी कोई स्पष्ट कर-संरचना नहीं थी। क्या हम 1944 के नियमों से 2025 की समस्याओं का समाधान कर सकते हैं? नहीं कर सकते हैं महोदय, इसलिए यह संशोधन अनिवार्य है। यह कठोर सत्य है कि भारत विश्व में दूसरा सबसे बड़ा तंबाकू उपभोक्ता है। हर वर्ष लगभग 10 लाख से अधिक लोग तंबाकू संबंधित बीमारियों से मरते हैं। लाखों लोग कैंसर, फेफड़ों की बीमारियों और हृदय रोगों का शिकार होते हैं। यह केवल आंकड़ों की नहीं, बल्कि यह हमारे घरों की त्रासदी है। यह हमारे समाज के दुःख हैं। यह हमारी युवा पीढ़ी की खोती हुई ऊर्जा है। "तंबाकू सस्ता होगा, तो नशा बढ़ेगा। तंबाकू महंगा होगा, तो राष्ट्र बचेगा।" WHO की रिपोर्ट साफ कहती है कि तंबाकू पर बढ़ा हुआ टैक्स-सबसे प्रभावी नियंत्रण उपाय है। इस संशोधन में हमने Fourth Schedule को पूरी तरह अपडेट किया है और उत्पाद शुल्क की नई संरचना जन-स्वास्थ्य और राजस्व दोनों को सुदृढ़ करने वाली बात माननीय वित्त मंत्री जी ने की है और इसके लिए हम उनके प्रति आभार व्यक्त करते हैं।

महोदय, इस संशोधन के चार प्रमुख लाभ हैं - जन-स्वास्थ्य को सुरक्षा, उच्च कराधान से उपभोग कम होगा, युवाओं की पहुँच घटेगी और लाखों परिवार बीमारियों से बचेंगे। इससे राष्ट्र की अर्थव्यवस्था को मजबूती मिलेगी। तंबाकू उद्योग भारत के कर राजस्व में बड़ा योगदान देता है। नए संशोधन से सरकार को बड़ा राजस्व प्राप्त होगा, जो स्वास्थ्य, शिक्षा, गरीब कल्याण और बुनियादी ढाँचे पर खर्च किया जाएगा। अवैध व्यापार पर नियंत्रण स्पष्ट श्रेणियाँ होने से गैर-श्रेणीबद्ध उत्पादों पर कड़ी निगरानी संभव होगी। वर्ष 1944 के पुराने कानून को आधुनिक भारत के अनुकूल बनाना आवश्यक था। आज का भारत डिजिटल है, टेक-ड्रिवन है और नए प्रकार के निकोटिन उत्पादों का बाज़ार तेजी से बढ़ रहा है। यह संशोधन देश को समकालीन बनाए रखता है।

महोदय, यह बिल केवल एक कर संशोधन नहीं है, बल्कि यह राष्ट्र के स्वास्थ्य की रक्षा का संकल्प है। हमारा कर्तव्य है कि आने वाली पीढ़ियों को ऐसा भारत दें जो धुएँ से मुक्त हो, बीमारी से मुक्त हो, और तंबाकू की जंजीरों से मुक्त हो। हमारा कर्तव्य है कि देश का हर बच्चा निकोटिन की

गिरफ्त से बचे। हमारा भविष्य सुरक्षित रहे। और हम राजनीति से ऊपर उठकर राष्ट्र हित में ऐसा निर्णय लेने का काम करें।

महोदय, यह बिल एक टेक्निकल अमेंडमेंट नहीं है। यह भारतीय उद्योग, भारतीय उपभोक्ता और भारतीय अर्थव्यवस्था तीनों के हित में लाया गया एक निर्णायक कदम है। हमारे यहां एक कहावत है कि 'पहला सुख निरोगी काया' और इसलिए चौथी अनुसूची में बड़ा संशोधन हुआ है। तंबाकू, निकोटिन, सिगरेट, गुटका, हुक्का और सभी संबंधित उत्पादों पर नई और अधिक प्रभावी एक्साइज ड्यूटी का प्रावधान किया गया है। इस बदलाव से इन हानिकारक उत्पादों के दाम बढ़ेंगे, खपत कम होगी और राजस्व में स्थिरता आएगी। मैं कहना चाहता हूं कि

“नशा नाश का दूसरा नाम और तन-मन-धन तीनों बेकाम,
देखा-देखी किया नशा, आदत बिगड़ी और बुरा फंसा।”

मैं तो यहां तक कहना चाहता हूं कि युद्धों में मरने वालों से ज्यादा नशे से लोग मर रहे हैं। इस संशोधन से इस पर रोक लगेगी। जीएसटी कम्पनसेशन सेस को हटाकर स्थायी एक्साइज ड्यूटी लागू करने का काम किया है। यह दो प्रकार का लाभ देता है, एक तो सरकार को दीर्घकालिक राजस्व सुरक्षा और सार्वजनिक स्वास्थ्य को मजबूत संकेत। इसमें सेटलमेंट कमीशन को समाप्त कर नई इंटरिम बोर्ड फार सेटलमेंट की स्थापना की गई है, इसके लिए मैं वित्त मंत्री जी का आभार व्यक्त करता हूं। केंद्रीय उत्पाद शुल्क अधिनियम 1944 की धाराएं – 32ए, 32बी, 32सी, 32डी, 32ई, 32एफ व अन्य में संशोधन करके एक अंतरिम बोर्ड बनाया जा रहा है, जो लम्बित मामलों में तेज, निष्पक्ष और पारदर्शी निपटान करेगा। यह कदम ईज आफ डूइंग बिजनेस, जो मोदी जी का लक्ष्य है, उसे पूरा कर रहा है। टैक्स एडमिनिस्ट्रेशन रिफार्म इसे मजबूती देगा। तम्बाकू उत्पादों पर व्यापक और वैज्ञानिक टैक्स स्ट्रक्चर अनमैनुफैक्चर्ड तम्बाकू पर लगभग 70 प्रतिशत तक नई एक्साइज ड्यूटी, सिगरेट पर ड्यूटी में काफी वृद्धि – प्रति 1000 स्टिक पर लगभग 2700 से 11000 तक की बढ़ोतरी की गई है, इसके लिए मैं धन्यवाद देता हूं। चबाने वाला तम्बाकू, गुटका, निकोटिन पाउच आदि पर भी व्यापक संशोधन न केवल राजस्व बढ़ाएगा, बल्कि युवाओं में बढ़ रही नशे की प्रवृत्ति

पर लगाम भी लगाएगा। स्वामी विवेकानंद जी कहा करते थे कि हमारे देश को बलिष्ठ युवाओं की जरूरत है। महामना जी ने कहा था कि 'ग्राम में हो कथा, ग्राम में हो पाठशाला।' मैं कहना चाहता हूँ कि इस विधेयक से होने वाले प्रमुख लाभ राजस्व में स्थायित्व लाएगा और इससे जन स्वास्थ्य को सुरक्षा मिलेगी। इससे कर व्यवस्था में पारदर्शिता आएगी और पुराने जितने भी सेटलमेंट कमीशन की जगह इंटरिम बोर्ड्स बने हैं वे एक आधुनिक, तेज और जवाबदेह व्यवस्था स्थापित करेंगे। राष्ट्रीय वित्तीय अनुशासन आएगा। यह विधेयक भारत के दीर्घकालिक वित्तीय ढांचे को स्थिर और सक्षम बनाएगा। भारत तेजी से आगे बढ़ रहा है। 11वें नम्बर की अर्थव्यवस्था अब चौथे नम्बर की अर्थव्यवस्था बन गई है। जब युवा आगे बढ़ता है तो देश आगे बढ़ता है क्योंकि संघर्षों के साथ में असली आजादी पलती है और 'इतिहास उधर मुड़ जाता है, जिस ओर जवानी चलती है।' भारत तेजी से आगे बढ़ रहा है, परंतु किसी भी प्रगतिशील राष्ट्र की आधारशिला मजबूत कर प्रणाली, जवाबदेही और जन स्वास्थ्य की रक्षा होती है।

यह संशोधन भविष्य की वित्तीय चुनौतियों को देखते हुए दूरदर्शिता भरा उठाया गया कदम है। युवाओं को नशे के दुष्प्रभावों से बचाने का यह नैतिक प्रयास है। राज्यों को मजबूत बनाने वाला यह संवैधानिक निर्णय है। मैं इस सदन से आग्रह करता हूँ कि केंद्रीय उत्पाद शुल्क संशोधन विधेयक-2025 को पूर्ण समर्थन देकर पारित किया जाए और देश के आर्थिक भविष्य को मजबूत बनाया जाए, जिससे हमारी पारदर्शिता और व्यवस्थित कर प्रशासन लागू हो सके। इस विधेयक के माध्यम से जो पुराने जटिल उद्योग बोझ बन चुके थे, वे फिर से नए रूप में आकर देश की बढ़ोत्तरी में योगदान देंगे। मैं स्पष्ट शब्दों में कहना चाहता हूँ कि अब सरकार राजस्व बढ़ाएगी और ईमानदार लोगों की रक्षा भी करेगी और दुरुपयोग पर सख्त प्रहार भी करेगी। अवैध उत्पादन, तस्करी पर कठोर दंड का प्रावधान किया गया है, इस हेतु मैं वित्त मंत्री जी को धन्यवाद देता हूँ। बार-बार नियम तोड़ने वाली बढ़ी हुई आर्थिक दंडात्मक कार्रवाई और माल के गलत वर्गीकरण व फर्जी चालानों पर सख्त कार्रवाई इसके माध्यम से होगी।

महोदय, जो टैक्स चोरी को व्यवसाय समझते हैं, उन्हें विधेयक स्पष्ट संकेत दे रहा है कि

देश का खजाना अब लूटना आसान नहीं होगा। उद्योगों के लिए राहत हेतु सरकार केवल दंडात्मक नीति नहीं बढ़ाती, बल्कि प्रोत्साहन व सुधार लेकर चलती है। छोटे व मझोले उद्योगों हेतु अनुपालन प्रक्रिया सरल की गई है। तकनीकी बदलाव में फाइलिंग व ऑडिट की परेशानी कम होगी। घरेलू उत्पादन को बढ़ावा देने वाली रिफंड और क्रेडिट प्रणाली को व्यवस्थित किया गया है। हमारा उद्देश्य है कि देश में उत्पादन बढ़े, रोजगार बढ़े व मेक इन इंडिया मजबूत हो। इसीलिए उद्योग दायित्व में जब टैक्स सिस्टम सरल होता है, तो उत्पादों पर लागत कम होती है। इस संशोधन का सीधा लाभ आम जनता तक पहुंचेगा। अनावश्यक शुल्क समाप्त कर संरचना व्यवस्थित उत्पादों पर स्थित कीमत यानी उद्योग चलेगा और जनता भी बचेगी। विपक्ष बार-बार स्टैंडिंग कमेटी आदि के बारे में कह रहा है। देश के कई युवा वैसे भी नशे की गर्त में जा चुके हैं। अतः मैं अनुरोध करता हूं कि वर्ष 1944 वाला कानून पर्याप्त नहीं था, इसलिए बदला हुआ कानून ही देश के लिए अच्छा है। विपक्ष केवल सुधारों से परेशान है। विपक्ष केवल देश की प्रगति से परेशान है।

महोदय, मैं आपसे अनुरोध करता हूं। जैसा ये किसानों की बात कह रहे थे, तो मैं माननीय केंद्रीय मंत्री जी और माननीय प्रधान मंत्री को धन्यवाद देता हूं, जिन्होंने फसलों के विविधीकरण हेतु एक बड़ा प्रयोग किया है। अनियमित तंबाकू व बीड़ी पर 64 से लेकर 70 परसेंट शुल्क बढ़ाने का काम किया गया है। फसल विविधीकरण कार्यक्रम के अंतर्गत वर्ष 2017-18 व वर्ष 2021-22 में कुल 1 लाख 11 हजार 889 एकड़ भूमि को तंबाकू की खेती को वैकल्पिक फसलों में सफलतापूर्वक स्थानांतरित कर दिया है। यह मोदी जी की सरकार है। यह वर्ष 2025 का भारत है। इन संकल्पों के आधार पर हम कह सकते हैं कि जब देश के युवाओं के चेहरे पर तेज होगा, उनकी भुजाएं मजबूत होगी, तो देश अपने-आप आगे बढ़ेगा। इस निवेदन के साथ मैं कहना चाहता हूं कि भारत के भविष्य की रक्षा हेतु इस बिल का पारित होना बहुत आवश्यक है। मैं सदन से अनुरोध करता हूं कि हमारी नीति स्पष्ट, कर प्रणाली स्थिर व हमारी सरकार जवाबदेह है, इसलिए इस बिल को पारित करने हेतु मैं इसका पुरजोर समर्थन करता हूं। भारत माता की जय, भगवान बलराम की जय, नंदा मैया की जय। धरती मैया की जय। धन्यवाद।

SHRI D. M. KATHIR ANAND (VELLORE): Chairperson Sir, Vanakkam. I rise to speak on the Central Excise (Amendment) Bill, 2025. While some of the reforms in the Bill are technically necessary and the provisions are very good, but there are certain areas where I would like to seek some clarification on technical ground.

On a positive note, the updation of old excise power provisions is welcome. The Central Excise law was drafted long before the GST era. This Bill removes those outdated sections and aligns procedures with the modern system. Digital filing and digital record-keeping are certainly welcome steps. Introducing firm timelines is also a positive feature of this Bill.

However, there are several grey areas that require clarification. The Bill contains vague and open-ended wording. For instance, it uses phrases such as “any other goods and “may be notified” and “any process and “may be prescribed” without defining the boundaries.

Let me give an example. Consider a small bidi unit in Ambur or Vaniyambadi in my own hamlet. They know exactly which processes attract excise today. But if tomorrow the Government issues a notification saying that even cutting leaves or warming tobacco is a new process attracting excise, they will have no protection because the law itself is open-ended. This creates uncertainty and is technically dangerous. This is one of the flaws on which I seek clarification from the Finance Minister.

There is excessive delegation of powers to the Executive. Many core tax conditions are being shifted out of the Act to the rules and notifications. This

weakens Parliament's control. If the rate of duty or conditions of exemption, say, bidi units, are left to notifications, a sudden midnight change could raise duties, cancel exemptions, or impose new compliance obligations – all without Parliament having any discussion. For an industry run by lakhs and lakhs of poor women, this is an unpredictable and fatal move.

There are other issues as well, such as retrospective effect. Suppose a bidi manufacturer has been told that their valuation method is acceptable as of now. If the Bill now says that the Department's earlier view is legally valid retrospectively, the small unit could suddenly receive notices demanding five years of back duty, five years of penalty, and even interest. This is not tax administration; this is economic punishment.

Compliance burdens on smaller units, especially bidi units, is another concern. The Bill increases reporting obligations and audit access without simplifying the procedures. I am talking only about the bidi units. A bidi-rolling unit operating from a small godown has no accountants, no computers, no GST consultants. If the Bill mandates digital registers, monthly statements, and detailed stock reconciliation, these small units are left with only two options: close down or unknowingly break the law. Lakhs and lakhs of workers, women, and labourers will be affected.

There is also the issue of misalignment of GST terminology. Definitions of manufacture, valuation, and removal must align with GST rules. But this Bill uses different language, creating a conflict. Under GST, rolling bidis is treated as supply of goods; under excise, it may be classified differently. This mismatch will

push every small bidi unit into costly classification disputes in courts. It is a burden which they simply cannot bear.

Furthermore, the Bill strengthens inspection powers of authority. It expands the authority to conduct searches and seizures but does nothing to improve dispute resolution. If an officer suspects that a bidi unit has undervalued stock, he may seize goods immediately, yet appeals still take years. Small units cannot survive prolonged legal battles.

Sir, in Tamil Nadu, many women depend on bidi manufacturing. More than six lakh women roll bidis to support their families. They include widows, single mothers, elderly women, and home-based workers. A sudden rise in compliance requirements, valuation disputes, seizures, or retrospective demands will destroy this entire traditional industry.

This is not a tax issue. This is an issue related to women's livelihood and rural economy in Tamil Nadu. I support this reform. I support the removal of harmful clauses. I support the Finance Minister. But I am just seeking certain clarifications. I support the intention to modernize the excise laws. I strongly oppose the provisions creating confusion and burdening the small industry and threatening the bidi workers in particular. Please protect the bidi industry from new compliance burdens. Please remove vague and unlimited delegated powers on bidi industry. Please ensure there are no retrospective effects so that bidi industry is not penalized. Please align the excise definitions with the GST to avoid disputes. Please create a simplified law compliance category for smaller units, especially bidi units.

With these changes, this Bill can be made fair, modern and also people-friendly. Without them, it may destroy one of the largest women-driven industries in Tamil Nadu.

Finally to conclude,

Even during the Corona period, the Beedi workers supported their families by engaging themselves and having their livelihood in Beedi manufacturing. Many families of such workers were supported by this Beedi manufacturing industry even during those difficult times. Many poor and downtrodden people are still dependent on Beedi industry. We look at the harmful diseases that affect due to usage of Beedi. But at the same time, many families have their livelihood totally dependent on Beedi making. While carrying out a procedure of an Operation in hospital, we look at how sharp the knife used for Operation is. We also look at how many persons are being operated upon and cured from diseases with that sharp knife. Therefore I, with a motherly heart, request you to kindly support the lives of Beedi workers and their families in our country and especially in Tamil Nadu. Thank you. Vanakkam.

श्री राजा राम सिंह (काराकाट): सभापति महोदय, मैं सबसे पहले सुधाकर सिंह जी से अपने को एसोशिएट करते हुए अपनी बात को आगे बढ़ाता हूँ। आज इस बिल के यहां प्रस्तुत होने के बाद मैं समझ रहा हूँ कि दो तबके बहुत खुश होंगे कि हमारी चर्चा आज नहीं हो रही है। पहला, अडानी पोर्ट पर जो ड्रग्स के बड़े-बड़े सीजर हुए हैं और उनको एग्जम्पशन मिला है, वे हैं और दूसरे वे फ्रस्ट्रेटेड नौजवान हैं, जिनको इसकी लत है, उन पर चिंता करने के बारे में कोई बात नहीं हुई है।

..... English translation of this part of speech originally delivered in Tamil.

मैं यह कहना चाहता हूँ कि मैं पूर्णतः नशे का विरोधी हूँ, लेकिन यह भी देखना पड़ेगा कि लोग नशा क्यों करते हैं? हम पॉलिसी मेकिंग में इस बात को सोचें कि क्या हम गरीबों, मजदूरों के श्रम के घंटे कम करके, क्या उनकी थोड़ी थकान कम करने की स्थिति में हैं? क्या हम महिलाओं पर पुरुष सत्तावादी दबाव को कम करने की स्थिति में हैं? क्या हम नौजवानों को रोजगार देकर उनके फ्रस्ट्रेशन को कम करने की स्थिति में हैं? जब बात होगी तो इस पर भी चर्चा होनी चाहिए और जहां तक इस बिल में अन्य प्रावधानों के सवाल हैं तो निश्चित रूप से हमारे जो किसान और मजदूर इस रोजगार में लगे हुए हैं, खेती कर रहे हैं, बीड़ी बना रहे हैं, उनके हितों को भी हमें ध्यान में रखना पड़ेगा और उसके लिए आवश्यक उपाय करने होंगे।

मेरे पास समय कम है। आपको धन्यवाद देते हुए मैं अपनी बात समाप्त करता हूँ।

डॉ. प्रशांत यादवराव पडोले (भन्डारा-गोंदिया) : महोदय, मैं आज केंद्रीय उत्पादक शुल्क विधेयक, 2025 पर बोलने के लिए खड़ा हुआ हूँ। इसका उद्देश्य तंबाकू, सिगरेट, गुटखा जैसे पदार्थों पर जीएसटी 28 प्रतिशत से बढ़कर 40 प्रतिशत करना है। सरकार यह कहती है कि इससे राजस्व बढ़ेगा और यह पैसा स्वास्थ्य सुरक्षा और राष्ट्रीय सुरक्षा में इस्तेमाल होगा। यह बात सही है कि देश की कमाई बढ़नी चाहिए, लेकिन महोदय कमाई से ज्यादा जरूरी हमारे लोगों की जिंदगी है। तंबाकू से हर साल 13 लाख भारतीय मरते हैं। यह कोई मामूली आंकड़ा नहीं है। यह 13 लाख परिवारों का दर्द है। यह बच्चे हैं, जो बिना पिता के बड़े होते हैं। ये माँएं हैं, जो अपने जवान बेटे को खो देती हैं। डब्ल्यूएचओ और आईसीएमआर बताती हैं कि तम्बाकू की वजह से कैंसर, दिल का दौरा, स्ट्रोक आदि से रोज 3,500 से ज्यादा भारतीय मरते हैं। तम्बाकू धीरे-धीरे नहीं, हर दिन हजारों लोगों की सांसें छीन रहा है। मैं सरकार से आग्रह करता हूँ कि सिर्फ टैक्स नहीं, तम्बाकू का चरणबद्ध उद्घाटन (एलिमिनेशन) हो। हमारा लक्ष्य तम्बाकू मुक्त भारत होना चाहिए। इसके लिए स्कूलों, कॉलेजों के 500 मीटर के अंदर बिक्री पर पूरी तरह से प्रतिबंध होना चाहिए। फ्लैवर और बच्चों को लुभाने वाला तम्बाकू पूरी तरह से बंद होना चाहिए। हर जिले में डी-एडिक्शन सेंटर होने चाहिए। तम्बाकू किसानों के लिए दूसरी फसल की व्यवस्था की जानी चाहिए। यहाँ पर सरकार टैक्स बढ़ाने की बात करती

है, लेकिन टैक्स क्यों बढ़ा है? यह तो नैसर्गिक खेती हो रही है, इसके लिए वहाँ पर सरकार का कोई भी पैसा खर्च नहीं हो रहा है। फिर ये क्यों वहाँ पर टैक्स बढ़ाना चाहती है? तम्बाकू की कमाई से देश नहीं चलता है। देश अपने नागरिकों की जिन्दगी से चलता है। तम्बाकू से मिलने वाला पूरा राजस्व स्वास्थ्य पर ही खर्च होना चाहिए और उसमें कानूनी और लीगल गारंटी देनी चाहिए।

अंत में, मैं कुछ सुझावों के साथ अपने विचार समाप्त करना चाहूँगा। तम्बाकू किसान पुनर्वास कोष बनाया जाए। राजस्व का एक हिस्सा आदिवासी-किसानों, बीड़ी मजदूरों और इस क्षेत्र पर निर्भर परिवारों के पुनर्वासन पर लगाया जाए। कम से कम 50 प्रतिशत उत्पादन शुल्क राज्यों को जाए या जीएसटी जैसी नई क्षतिपूर्ति व्यवस्था बने। तम्बाकू से मिलने वाला दूसरा राजस्व पूरी तरह से स्वास्थ्य पर खर्च होना चाहिए। वहाँ पर जो मजदूर भाई काम करते हैं, बीड़ी पत्ता जंगलों में तोड़ने जाते हैं, उनके ऊपर बाघ, साँप जैसे जानवरों का हमला होता है, लेकिन उनका कोई कानूनी बीमा नहीं होता है। उनकी मदद के लिए सरकार को बीमा कराना चाहिए और बीमा कंपनियों से बीमा कराकर उन्हें बचाने की कोशिश करनी चाहिए।

सभापति महोदय, अंत में, मेरे दिल की बात यह है कि तम्बाकू सिर्फ एक उत्पाद नहीं, यह मौत का धीमा जहर है। इससे राजस्व बढ़े, यह बहुत अच्छी बात है, लेकिन अगर टैक्स बढ़ने के बाद भी हम एक भी बच्चा, एक भी पिता और एक भी माँ तम्बाकू की वजह से खो देते हैं, तो यह टैक्स किस काम का है। देश की असली ताकत उसका खजाना नहीं, उसकी जनता है। इसलिए मैं सरकार से विनम्र, लेकिन दृढ़ आग्रह करता हूँ कि तम्बाकू और गुटखे के खिलाफ जीरो टॉलरेंस पॉलिसी अपनाए और इस देश को इसकी लत से मुक्त कराए। कांग्रेस पार्टी इस दिशा में उठाए गए हर सकारात्मक कदम का समर्थन करेगी। यह बिल पास करने के पहले इस पर विचार करना चाहिए, उसके बाद ही इसे पास कराना चाहिए। धन्यवाद।

श्री अब्दुल रशीद शेख (बारामूला): हम ऑनरेबल फाइनेंस मिनिस्टर की मजबूरियाँ समझ सकते हैं। इन्हें रेवेन्यू चाहिए, लिहाजा इन्हें जस्टिफाई करना ही है कि अगर यह तम्बाकू प्रोडक्ट्स पर हैवी ड्यूटी लगा रही हैं, तो जवाज़ यह है कि लोग तम्बाकू प्रोडक्ट्स का इस्तेमाल कम करेंगे, लेकिन

प्रेक्टिकली ऐसा होता नहीं है। इसकी आप जितनी भी कीमत बढ़ा दें, तब भी जिन लोगों को पीना है, वह पिएंगे। जब तक एक नेशनल कंसेंसस बन जाए कि तम्बाकू पर कम्पलीटली बैन लगाना है, तब तक शायद कोई चीज होने वाली नहीं है।

सर, मैं आपसे यह अर्ज करूंगा कि जो मैंने पेपरों से पढ़ा, बाकी सोर्सेज से मुझे पता चला, पूरे देश से सेलिब्रेटी लोग, अच्छे-अच्छे लोग जम्मू-कश्मीर जा कर नशा मुक्त जम्मू कश्मीर के लिए कोशिश करते हैं, which is highly appreciable. But at the same time, जब वहां पर शराब की नई दुकानें खोली जा रही हैं, तो उस पर जब वहां के लोकल लोग आवाज़ उठाते हैं, वहां के रिलीजियस क्लर्क्स आवाज़ उठाते हैं, सोशल वर्क्स आवाज़ उठाते हैं, then they are branded, unfortunately, as anti-social, anti-national. The voices of those who want Jammu & Kashmir to be a dry State should be encouraged. मेरी इनफॉर्मेशन है कि जम्मू-कश्मीर असेंबली में एक बिल आने वाला है। वह बिल पहले भी आया था। सारी पार्टियां उसमें चाहती भी हैं कि जम्मू-कश्मीर को नशा मुक्त बनाया जाए। मेरी रूलिंग पार्टी से खास तौर से गुज़ारिश है कि हमारे वहां पर जो एलजी साहब हैं, बाकी लोग हैं, उनसे यह कहें कि अगर जम्मू-कश्मीर को वाकई जन्नत बनाना है, वहां वे ड्राई स्टेट बनाना चाहते हैं, शराब, नशा और बाकी चीजों पर बैन लगाना चाहते हैं तो उसका सपोर्ट होना चाहिए। जैसे बाकी स्टेट्स में भी हुआ, जैसे बिहार में हुआ, होने के बाद बाकी स्टेट्स भी जम्मू-कश्मीर से एक क्लू लें। यह बहुत बड़ी मेहरबानी होगी।

बाकी, जहां तक यह सवाल है कि हम जितनी इसकी ड्यूटी बढ़ाएंगे, टैक्स बढ़ाएंगे, लोग कम इस्तेमाल करेंगे तो मेरे ख्याल में वह सही नहीं है। आमदनी से ज्यादा, जितना खर्च फिर इस जिम्मेदारी, जो रिलेटिड है, मतलब टोबैको प्रोडक्ट्स पर, वह खर्चा उससे भी ज्यादा है। उस चीज़ का फायदा क्या है? जहां तक हमारी जो सरकार है, जो हमारे प्राइम मिनिस्टर साहब हैं, जो इनके मिनिस्टर्स हैं, ये सारे दावा करते हैं कि मोदी जी हैं तो मुमकिन है – मोदी हैं तो मुमकिन है। आप आज इसको कर के दिखाओ और हिंदुस्तान को वर्ष 2029-30 तक नशा मुक्त बनाओ, हम तब आपको सैल्यूट करेंगे। सर, आपका बहुत-बहुत शुक्रिया।

श्री उमेशभाई बाबूभाई पटेल (दमन और दीव): सभापति महोदय, आज मैं सदन के समक्ष केंद्रीय उत्पाद (संशोधन) विधेयक, 2025 पर बोलने के लिए खड़ा हुआ हूँ। महोदय जी, कंपनसेशन सैस क्या वाकई राजस्व बढ़ा रहा है या सिर्फ बीमारी का व्यापार कर रहा है?

वर्तमान में सिगरेट, बीड़ी, गुटखा, पान मसाला, तंबाकू पर 28% GST + सेंट्रल एक्साइज ड्यूटी + कंपनसेशन सैस लगता है। लेकिन अब कंपनसेशन सैस के समाप्त होने के बाद भी हम 40% तक की जीएसटी और सेंट्रल एक्साइज ड्यूटी दर बढ़ा रहे हैं। यानी कर की दर में कोई कमी नहीं आ रही, बल्कि राजस्व को पारदर्शी और स्वास्थोन्मुख बनाया जा रहा है।

महोदय जी, कंपनसेशन सैस को पूरी तरह समाप्त करना, तंबाकू उत्पादों पर 40% GST + सेंट्रल एक्साइज ड्यूटी स्लैब में डालकर अधिकतम कर वसूली सुनिश्चित करना, सभी उत्पादों पर न्यूनतम 40% कर अनिवार्य करने की योजना सरकार पहले बता चुकी है।

संशोधन विधेयक में सिगरेट/चुरुट पर 1,000 स्टिक पर 5,000 से 11,000 रुपये तक उत्पाद शुल्क का प्रस्ताव है। अनफ़िल्टर्ड तंबाकू पर 60-70% और निकोटिन व साँस से लेने वाले उत्पादों पर 100% कर लगेगा।

महोदय जी, कंपनसेशन सैस का पैसा राज्यों को जाता है, लेकिन बीमारी का बोझ केंद्र और राज्य दोनों उठाते हैं, क्योंकि बीड़ी बनाने वाली महिलाएँ और बच्चे भी धुएँ में साँस लेते हैं और कैंसर का शिकार होते हैं। इन उद्योगों में काम करने की स्थितियाँ 'आजीविका संरक्षण' के तर्क के पाखंड को उजागर करती हैं। बीड़ी बनाने वाली महिलाएँ आमतौर पर घर से ही खराब हवादार जगहों पर काम करती हैं। घंटों तंबाकू के धूल में साँस लेती हैं, जिससे उन्हें साँस लेने में समस्या और अन्य बीमारियाँ हो जाती हैं। कई त्वचा के अवशोषण के माध्यम से निकोटीन की आदी हो जाती हैं। बच्चे अक्सर काम में मदद करते हैं, जिससे उन्हें कम उम्र से ही स्वास्थ्य संबंधी खतरों का सामना करना पड़ता है। सरकार द्वारा ढीले नियमों को बनाए रखकर इन श्रमिकों की सुरक्षा का दावा वास्तव में उनके शोषण को जारी रखता है और उद्योग मालिकों को समृद्ध करता है, जो छोटे निर्माताओं के लिए कर छूट का लाभ उठाते हैं। एक ऐसी स्थिति जो अक्सर शेल कंपनियों के माध्यम से बनाए

रखी जाती है जो बड़े संचालन को तकनीकी रूप से छोटी इकाइयों में विभाजित करती हैं।

लगभग 13 लाख भारतीय हर साल तंबाकू से संबंधित बीमारियों से मरते हैं। इन बीमारियों का आर्थिक बोझ वर्ष 2017-18 में 1.77 लाख करोड़ रुपये होने का अनुमान था। फिर भी, वर्ष 2019-20 में देश में 27.4 करोड़ उपयोगकर्ताओं में से केवल 13 लाख तक ही तंबाकू निवारण सेवाएं पहुंचीं। महामारी के दौरान तो यह संख्या और भी कम हो गई, जो कि लगातार अपर्याप्त वित्त पोषण का प्रतिबिंब है। यह उद्योग 4.5 करोड़ लोगों को रोजगार तो देता है परंतु 13 लाख लोगो की जान भी लेता है।

सभापति महोदय जी, हमारे पास तीन विकल्प हैं। पहला, पुरानी पॉलिसी जारी रखें, जिससे बीमारी बढ़े, राजस्व भी कम रहे, पैसा भी गायब होता रहे और लोगो की जान भी जाती रहे। दूसरा विकल्प यह है कि स्वास्थ्य सुरक्षा सेस लगाया जाए, जिससे राजस्व बढ़े, पारदर्शिता आए और बढ़ी हुई दरों से तथा इससे होने वाली बीमारियों से बचने के लिए स्वास्थ्य प्रणाली में सुधार लाया जाए। तीसरा विकल्प यह है कि ऐसे जहरीले उत्पादों पर तुरंत रोक लगाई जाए, क्योंकि राजस्व बढ़ा देने से ही समस्या का समाधान नहीं होने वाला है। क्या नए राजस्व बढ़ाने से या नई पॉलिसी लागू हो जाने से लोग बीमार पड़ना बंद हो जाएंगे या लोगो की जान जानी बंद हो जाएगी? इसलिए इस विधेयक की रूपरेखा निर्धारित करते समय इन कारकों को ध्यान में रखा जाना चाहिए। सिर्फ राजस्व बढ़ा लेने से लोगो की जान से खिलवाड़ कतई मंजूर नहीं होना चाहिए।

सभापति महोदय, अंत में मेरा आपके माध्यम से सरकार से निवेदन है कि ऐसे जहरीले उत्पादों के उत्पादन में जो लोग छोटे बच्चो को शामिल करते हैं, उनके खिलाफ सख्त से सख्त दंडात्मक कार्रवाई का प्रावधान लाया जाए तथा इन उत्पादों के सेवन पर तुरंत रोक लगाई जाए। साथ ही ऐसे उत्पादों को सेवन के लिए खरीदना-बेचना भी जुर्म माना जाना चाहिए तथा जो भी इसका उल्लंघन करते पकड़ा जाए, उस पर सख्त से सख्त दंडात्मक सजा का प्रावधान लाया जाए।

साथ ही मैं सरकार से जानना चाहता हूँ कि नए सुधार से गरीब लोगों के रोजगार और आजीविका का जो नुकसान होगा, उसके लिए सरकार क्या नए प्रयोजन कर रही है या नई योजनाएं

बना रही हैं, उसके बारे में बताया जाए। उन गरीबों का रोजगार, जो कॉरपोरेट्स के हाथों में चला जाएगा, उसके लिए सरकार क्या नई योजनाएं बना रही हैं? मैं सरकार से निवेदन करता हूँ कि उन छोटे गरीब लोगों के जो रोजगार छीने जाएंगे, उनकी आजीविका की सुनिश्चितता की जाए।

अंत में, मैं सरकार से प्रार्थना करता हूँ कि ये उत्पादक जो जहरीले तंबाकू के जरिए लोगों के शरीर में पहुंचते हैं, उन उत्पादों के खरीदने और बेचने पर पूरी तरह से रोक लगाई जाए।

डॉ. राजेश मिश्रा (सीधी): सभापति महोदय, आपने मुझे बहुत महत्वपूर्ण बिल पर बोलने का अवसर प्रदान किया। यह बहुत महत्वपूर्ण बिल है और यह वर्ष 2047 तक भारत को विकसित राष्ट्र बनाने के लिए मार्ग प्रशस्त करने वाला बिल है। आज हम वर्ष 2025 में हैं और सन् 1944 से जो बिल चला आ रहा था, उसमें अमेंडमेंट करने के लिए यहां चर्चा कर रहे हैं।

सभापति महोदय, मैं इस बिल के समर्थन में खड़ा हुआ हूँ। उसके पीछे एक कारण है। मैं पेशे से स्वयं भी एक चिकित्सक हूँ और मैं तंबाकू और तंबाकू उत्पादों का जो दुष्प्रभाव है, उसको अच्छे से जानता हूँ। इस बिल के प्रमुख लाभ यह हैं कि इस बिल में किसानों को सहायक खेती के लिए अर्थायाम का प्रावधान होगा। निश्चित तौर से इस बिल के माध्यम से हमारे जो किसान हैं और सेस से जो पैसा आएगा, उसको हम किसानों के लाभ के लिए देंगे और इस क्षेत्र में इसका एक अच्छा उपयोग होगा।

युवा पीढ़ी के साथ-साथ राष्ट्र की सुरक्षा बहुत महत्वपूर्ण है। आज चाहे तंबाकू हो, चाहे सिगरेट हो, चाहे पान मसाला हो, चाहे सूंघने वाला नशा हो, जितने भी प्रोडक्ट्स हैं, उनका हमारे देश का युवा सर्वाधिक उपयोग कर रहा है।

सभापति महोदय, मैंने गांवों में देखा है कि 12-13 साल के लड़के तंबाकू का सेवन शुरू कर देते हैं और कम उम्र में ही बीमारियों की वजह से उनमें बहुत सारी विकृतियां आ जाती हैं। इसलिए युवा पीढ़ी की सुरक्षा राष्ट्र की सुरक्षा है। इसका एक बहुत महत्वपूर्ण लाभ होगा।

मैंने कैंसर के बारे में बताया है। अगर हमारे देश में सबसे ज्यादा किसी कैंसर से डेथ हो रही है तो ओरल कैंसर से हो रही है। ओरल कैंसर मुख्यतः तंबाकू, गुटखा और पान मसाले से होता है

और इससे सर्वाधिक डेथ हो रही है। मैं समझता हूँ कि इस बिल के आने से बहुत सारे उन परिवारों को, जो तंबाकू और गुटखे के सेवन की वजह से आज परेशान हैं और एक तरह से बर्बाद होने की स्थिति में हैं, उनको फायदा होगा।

राष्ट्र के आर्थिक उन्नयन के लिए भी यह एक आयाम है। इस तरीके से अगर हम यह कहें कि यह बिल स्वास्थ्ययाम से अर्थायाम और अर्थायाम से राष्ट्रायाम का है। इस तरीके से इस बिल में छिपी हुई बहुत सारी ऐसी चीजें हैं, जो हमें आज समझ में नहीं आ रही हैं। हमारे कई मित्र कह रहे हैं कि इस बिल को पेंडिंग करना चाहिए, कमेटी में डालना चाहिए। मुझे तो ऐसा लग रहा है कि "काल करे सो आज कर, आज करे सो अब" यह बिल ऐसा है कि जितनी जल्दी-से-जल्दी पास हो जाए, उतना ही अच्छा है। मैं समझता हूँ कि निश्चित तौर से इसका बहुत फायदा होगा। जो कंपनसेशन है और सरकार जो टैक्स जीएसटी के अलावा कुछ चुनिंदा चीजों पर लगाती है, जैसे- तम्बाकू, पान-मसाला। इसके पीछे कारण यह होता है कि जब चीजें मंहगी होगी, पहले भी कई बार का यह रिकॉर्ड रहा है कि जब-जब चीजें मंहगी हुई हैं, उसका उपयोग कम होता है। लोग छिप कर सेवन करते हैं और कुछ लोग तो मंहगा होने के कारण इस्तेमाल करना बंद ही कर देते हैं। इसलिए यह कहना कि इसके बंद होने के बाद छुपकर इसकी बिक्री बढ़ जाएगी, मैं समझता हूँ कि यह उचित नहीं है। हमारी जो युवा पीढ़ी है, उसको बचाने के लिए इससे ज्यादा और कोई महत्वपूर्ण चीज नहीं है। निश्चित तौर से यह बिल हमारे नए जीएसटी के स्लैब को रिप्लेस करेगा और वर्तमान में सिगरेट, चबाने वाले तम्बाकू, सिगार, हुक्का, जर्दा, खुशबूदार तम्बाकू जैसे उत्पादों पर यह बिल लागू होगा। बिल की व्याख्या के अनुसार यह वित्तीय स्थान तो प्रदान करता ही है और निश्चित तौर से इसका योगदान राष्ट्र में भी रहेगा। लोग कैंसर की बात करते हैं, चिकित्सक होने के नाते मैं बताना चाहता हूँ कि तम्बाकू से सिर्फ कैंसर नहीं होता है। मेरी जानकारी के अनुसार तम्बाकू से बहुत सारी बीमारियां होती हैं। निकोटिन शरीर में चाहे जिस तरीके से भी प्रवेश हो, चाहे वह तम्बाकू से हो, चाहे सिगरेट से हो, चाहे सूंघने वाली किसी पदार्थ से हो, चाहे गुटखा से हो, चाहे जिस तरह से भी हो, जब निकोटिन प्रवेश होता है तो उस समय बीपी बढ़ता है। यहां पर हमारे बहुत सारे डॉक्टर साहब बैठे

हैं। जितने भी स्ट्रोक होते हैं, चाहे वह ब्रेन स्ट्रोक हो, कार्डियक स्ट्रोक हो, उसके लिए निकोटिन एक बहुत ही महत्वपूर्ण कारण है और मैं समझता हूँ, इस बिल से बहुत सारी डेथ होने से बच जाएगी।

नशे का सेवन करने वाले जो पेशेंट होते हैं, उन्हें अगर नशा न मिले, तो सबसे पहले डिप्रेशन होता है और फिर साइकोसिस होती है। मैं समझता हूँ इसमें भी कमी होगी। जो बचपन से नशा करने लगते हैं, उनकी पीढ़ियों में नपुंसकता होने की संभावना रहती है। जो बच्चे तम्बाकू वगैरह खाते हैं, मैंने देखा है कि अगर उनको थोड़ी भी मिर्च-मसाले वाली चीज खाने को मिल जाए, तो वे नहीं खा सकते हैं। उन्हें सबम्यूकस फाइब्रोसिस हो जाता है। जैसे ही वे कोई चीज खाते हैं, उन्हें जलन होने लगती है, तकलीफ होती है और यहां तक कि कई बार रसगुल्ला देख कर खाने की इच्छा होती है, पर तम्बाकू खाने की वजह से मुंह नहीं खुलता है, तो वे रसगुल्ला भी नहीं खा पाते हैं।

माननीय सभापति महोदय, मैंने अपनी प्रैक्टिस लाइफ में जो देखा है, उसके हिसाब से मैं निश्चित तौर से कह सकता हूँ कि यह बहुत ही महत्वपूर्ण है और राष्ट्र की उन्नति के लिए जब भी इतिहास लिखा जाएगा तो आज का दिन लिखा जाएगा कि ये बिल अर्थायाम से लेकर और स्वास्थ्य की दृष्टि से भी परिपूर्ण बिल है। मैं इस बिल का पूरी तरह से समर्थन करता हूँ। मैं अपने यशस्वी प्रधानमंत्री श्री नरेंद्र मोदी जी को, हमारी वित्तमंत्री श्रीमती निर्मला सीतारमण जी को बहुत-बहुत धन्यवाद देता हूँ कि आपने एक ऐसा बिल रखा है, जिसकी वजह से हमारी युवा पीढ़ी, जो आज नशे में लिप्त है, जिसका आगे चल कर राष्ट्र के विकास में योगदान होना चाहिए था, वह नशे में लिप्त होकर अपना परिवार बर्बाद कर रहे हैं। उस बर्बादी से उसे आप बचायेंगे। आपको मैं एक बार पुनः धन्यवाद देता हूँ।

श्री नीरज मौर्य (आंवला): धन्यवाद सभापति जी, आपने मुझे केन्द्रीय उत्पाद शुल्क संशोधन विधेयक, 2025 पर अपनी बात रखने का अवसर दिया।

मान्यवर, इस विधेयक को मैंने पढ़ा भी और समझा भी। मैं यह कहना चाहूंगा कि यह विधेयक वैसे तो स्वागत योग्य है, लेकिन इस पर थोड़ी और एक्सरसाइज कर ली जाए तो यह और अच्छा हो सकता है।

मान्यवर, कोई भी नशा हो, वह हमारे समाज को खोखला करता है। हमारे यहां तम्बाकू, गुटखा और अन्य नशा करने योग्य वस्तुएं अगर समाज में न रहें तो मुझे लगता है कि हमारा समाज स्वस्थ बन सकता है। जहां तक तम्बाकू की बात आती है तो मैं जिस क्षेत्र से आता हूं वहां भी किसान भाई इसका उत्पादन करते हैं। किसान भाई तम्बाकू का उत्पादन छोड़कर दूसरी फसलों की तरफ बढ़ें, इस पर भी सरकार का ध्यान रहना चाहिए। क्योंकि टैक्स बढ़ा देने के बाद भी जो लोग इसका उत्पादन करते हैं, इसकी खेती करते हैं, उनको नुकसान होगा। इसलिए इस बिल में किसानों की चिंता करने की भी आवश्यकता है। साथ ही साथ, हम लोग उत्तर प्रदेश से आते हैं और उत्तर प्रदेश में भांग के ठेके उठाए जाते हैं। उत्तर में कितना गांजा पकड़ा जा रहा है, यह आप देख और सुन रहे हैं। इसको कैसे रोका जाए तथा गांव की युवा पीढ़ी और समाज पान पराग और रजनीगंधा की वजह से खोखला हो रहा है और कैंसर के केसेस बढ़ रहे हैं। मैं देख रहा हूं कि इन कंपनियों के ऐसे बड़े-बड़े विज्ञापन आ रहे हैं, जिनको देखने के बाद लोग उनसे प्रभावित होकर अपनी कार के डैशबोर्ड पर रजनीगंधा का डिब्बा रख लेते हैं। इस पर भी कड़ा कानून बनना चाहिए। मेरा सुझाव है कि जो किसान तम्बाकू की खेती करते हैं, उन किसानों को नुकसान और हानि न पहुंचे इसके लिए सरकार विचार करे। उत्तर प्रदेश में हमारे किसान भाई की फसलों की एमएसपी सरकार तय करती है, लेकिन उस एमएसपी पर किसान की फसल का क्रय नहीं किया जा रहा है। सारे क्रय केंद्र माफियाओं के हाथ में चले गए हैं। मेरे से कई किसान मिले, जिन्होंने बताया कि गेहूं और धान की खेती करेंगे तो हम कैसे अपना जीविकोपार्जन करेंगे। मेरी जो बेल्ट है, उसमें फर्रुखाबाद, शाहजहांपुर और बदायूं की साइड में तम्बाकू की खेती करने वाले बहुत से किसान हैं। इन किसानों को सरकार आश्वासन दे और ऐसी व्यवस्था करे कि किसान तम्बाकू से हटकर दूसरे क्षेत्र में जाएं। इसके बारे में शंकाएं हैं कि बाहर से जो सिगरेट आती है उस पर आपने उत्पादन शुल्क बढ़ाया है। लेकिन ऐसा न हो कि उससे स्मगलिंग होने लगे और गलत रास्ते से सिगरेट आने लगे क्योंकि जिन राज्यों में शराबबंदी की गयी है, वहां भी आज शराब मिल रही है। इस पर और अध्ययन करने के लिए एक कमेटी बनायी जाए। उस कमेटी को यह बिल दिया जाए। वह कमेटी इस पर अध्ययन करके सुझाव दे। मैं आपके

माध्यम से माननीय मंत्री जी से आग्रह करूंगा कि इस विधेयक को लोक सभा की प्रवर समिति को दिया जाए। वह दो महीने में अपनी रिपोर्ट देने का कष्ट करे।

सभापति महोदय, इस पर आपने मुझे अपनी बात रखने का अवसर दिया, मैं आपका आभारी हूँ। धन्यवाद।

श्री गणेश सिंह (सतना) : मैं केंद्रीय उत्पाद शुल्क (संशोधन) विधेयक, 2025 पर अपने विचार रख रहा हूँ। सबसे पहले तो मैं माननीय वित्त मंत्री जी को बहुत-बहुत धन्यवाद देना चाहता हूँ कि उन्होंने तम्बाकू और तम्बाकू से उत्पादित वस्तुओं, जिनका समाज में दुष्प्रभाव बढ़ गया है, उसको कम करने और उस पर रोक लगाने के लिए वर्ष 1944 के एक्ट में संशोधन करने का विधेयक सदन में प्रस्तुत किया है। थोड़े समय पहले हमारी वित्त मंत्री जी ने माननीय प्रधान मंत्री जी के कुशल निर्देशन में जीएसटी की दरों को घटाया है और उनको चार से दो स्लैब किया है। इससे मध्यम और गरीब वर्ग के लोगों की रोजमर्रा की जरूरत की चीजों के दाम कम हुए हैं। इससे लोगों में नवरात्रि और दीपावली का उत्साह देखा गया। इससे बाजार में बिक्री बढ़ी। वहीं गरीब और मध्यम वर्ग के आदमी ने भी खुशहाली महसूस की है। ठीक उन्हीं के लिए, हमारे जो गरीब और मध्यम वर्ग के युवा हैं, जो नशे के क्षेत्र में, जो सस्ता नशा है, उस सस्ते नशे की ओर उनकी लत बढ़ती जा रही है और गंभीर रूप से बीमार हो रहे हैं। कैंसर जैसी गंभीर बीमारी अगर किसी परिवार के मुखिया को हो जाए तो उससे सिर्फ एक व्यक्ति की जान नहीं जाती है, बल्कि उससे पूरा परिवार तबाह हो जाता है। कहा जाता है कि अगर किसी को कैंसर हो गया तो धन भी चला जाता है और धर्म भी चला जाता है। यह बीमारी कैसे रोकी जाए? वैसे तो जागरूकता के बहुत सारे अभियान चल रहे हैं, भारत सरकार का समाज कल्याण विभाग और राज्य सरकारों के जो कल्याण विभाग हैं, वे उस दिशा में काम कर रहे हैं, लेकिन उसके बावजूद भी नशे में कमी नहीं आ रही है। न जाने आज किस-किस तरह के नशे हैं, जो हमारी युवा पीढ़ी, जो कॉलेज और स्कूल में पढ़ने जाती है, वे उसकी शिकार हो रही हैं।

अभी डब्ल्यूएचओ की रिपोर्ट आई है, उसमें कहा गया है कि भारत के अंदर 38.3 परसेंट लोग तम्बाकू और तम्बाकू से उत्पादित वस्तुओं का उपयोग कर रहे हैं। इसको कैसे कम किया जाए?

मैं माननीय वित्त मंत्री जी को धन्यवाद देना चाहता हूँ। उन्होंने कहा है कि हम वर्ष 2025-26 में इसको 43 परसेंट कम करेंगे। यह बहुत अच्छा संकल्प है। एक तरफ हमारा देश विकसित भारत बनने जा रहा है और दूसरी तरफ अगर हम जन स्वास्थ्य की चिंता नहीं करेंगे तो हमारा जो मैन पावर है, अगर वह बीमार होगा तो निश्चित तौर पर हमें प्रगति में कहीं न कहीं कमी देखने को मिलेगी। इसीलिए, जन स्वास्थ्य को ध्यान में रखते हुए तम्बाकू और तम्बाकू प्रोडक्ट पर रोक लगाना, उस पर ज्यादा से ज्यादा टैक्स लगाना, मुझे लगता है कि राष्ट्र के हित में है।

यह बात सही है कि इसमें जो प्रभावित होने वाले लोग हैं, वे किसान जो तम्बाकू का उत्पादन करते हैं, दूसरे वे लोग, जो बीड़ी मजदूर हैं और बीड़ी बनाते हैं, वे सचमुच में गरीब परिवार से हैं, इसलिए उनके रोजगार के लिए कोई वैकल्पिक व्यवस्था जरूर होनी चाहिए। इसमें प्रावधान है। एक रिपोर्ट के मुताबिक लगभग 1 लाख 11 हजार हेक्टेयर भूमि में खेती करने वाले तम्बाकू के किसानों ने वैकल्पिक खेती शुरू कर दी है। ऐसे किसानों को और कैसे उत्साहित किया जाए, उनके लिए हम और कौन-सा वैकल्पिक उत्पाद दे सकते हैं, उस दिशा में भी विचार करने की जरूरत है। हमारी सरकार लगातार उस पर काम कर रही है।

आज पूरे देश भर में प्रधानमंत्री नरेंद्र मोदी जी के नेतृत्व में जिस तरह से जन कल्याण की दिशा में काम चल रहे हैं, 'सबका साथ, सबका विकास', अब यह सिर्फ नारा नहीं रह गया है बल्कि यह जमीन पर उतरकर बोलने लगा है। छोटे से छोटा आदमी, उसकी जो भौतिक जरूरतें हैं, जो बुनियादी आवश्यकताएं हैं, उनको पूरा करने के लिए जिस तरह से चिंतन हुआ, योजनाएं बनीं और कार्य रूप में परिणत हुईं, उससे आज गरीब से गरीब आदमी का भी जीवन बेहतर दिशा में जा रहा है। अब वह महसूस करने लगा है कि हमारी सरकार हमारी मदद के लिए खड़ी है। ऐसी स्थिति में मुझे लगता है कि अभी जो प्रयास हो रहे हैं, वे बहुत ही सार्थक हैं। उससे गरीब परिवार की माली हालत दिन-प्रतिदिन बेहतर हो रही है। अब गरीब आदमी बीमार पड़ता है तो उसका इलाज सरकार करवा रही है। पूरे देश भर में आयुष्मान कार्ड योजना का लाभ लोगों तक पहुंचना शुरू हो गया है। अब तो गंभीर बीमारी में भी, हमारी मध्य प्रदेश की सरकार, मुख्यमंत्री डॉ. मोहन यादव जी ने एक

नयी शुरूआत कर दी है।

17.00 hrs

अगर कोई आयुष्मान कार्ड धारक किसी गम्भीर बीमारी का शिकार हो गया और वह अगर देश के किसी बड़े अस्पताल में इलाज के लिए जाना चाहता है, तो उसके लिए निशुल्क वायु सेवा की व्यवस्था हमारी सरकार ने की है, उसका लाभ भी लोगों को मिला है। गरीब और मध्यम वर्ग के लिए जन औषधि केंद्र की जो सस्ती दवाइयां हैं और सभी बीमारियों के इलाज के लिए प्राइवेट अस्पतालों को भी पैनल में डाला गया है, उसमें सरकारी अस्पताल तो हैं हीं, लेकिन प्राइवेट अस्पतालों को भी पैनलाइज किया गया है, पैनल में जोड़ करके उनको इलाज के लिए प्रेरित किया गया है। इससे स्वास्थ्य के क्षेत्र में बहुत अच्छा काम हुआ है, जो आज तक कभी किसी ने सोचा नहीं था।

आज जो हमारे युवा नशे में डूब रहे हैं, उनको बाहर निकालने की जरूरत है। इस दिशा में यह कदम बहुत कारगर होगा। इसे धीरे-धीरे बंद करने की तरफ भी विचार किया जाना चाहिए कि तम्बाकू प्रोडक्ट का कैसे बंद किया जाए और कैसे इससे गरीब और मध्यम वर्ग के लोगों को बचाने का काम किया जाए? इस दिशा में बहुत गम्भीरता से विचार करने की जरूरत है। इसमें चाहे तम्बाकू हो, गुटखा हो, सिगार हो, हुक्का हो, सिगरेट हो, गुड़ाखू हो, ये सारी चीजें मध्यम और गरीब वर्ग उपयोग कर रहा है। इन सभी चीजों पर ज्यादा से ज्यादा से टैक्स बढ़ाकर इनको उपयोग में कैसे कम किया जाए? इस दिशा में इस बिल का बहुत बड़ा योगदान होगा। हमारे कुछ साथी जो इस पर सवाल उठा रहे थे, वे यहां पर नहीं हैं, लेकिन मेरा सभी माननीय सदस्यों से कहना है कि यह सत्तापक्ष और विपक्ष का बिल नहीं है, यह बिल राष्ट्र के हित में है और इसकी जरूरत भी है।

हम सभी सांसदों के सामने यह समस्याएं आती हैं। सबके पास कोई न कोई गरीब वर्ग और कमजोर वर्ग के लोग आते हैं और वे कहते हैं कि हमारा इलाज करा दीजिए, उनकी गृहस्थी कैसे खत्म हो रही है। नवविवाहित महिलाएं अपने पति को नशे की आदतों से मुक्ति दिलाने के लिए यहां-वहां जाकर हाथ-पांव जोड़ती हैं। मुझे लगता है कि जहां पर सस्ता नशा होगा, वहां पर युवाओं की

लत ज्यादा बढ़ेगी, जो नशा उनकी पकड़ से बाहर होगा, जहां वे उसे बियर नहीं कर सकते हैं, वे उससे बचेंगे। हमें हमारी उस पीढ़ी को बचाने की जरूरत है, जो इस देश का भविष्य है। मैं इस बिल का पूरी तरह से समर्थन करता हूँ और माननीय वित्त मंत्री जी को इसके लिए बहुत-बहुत बधाई और शुभकामनाएं देता हूँ।

HON. CHAIRPERSON: More than 28 Members of Parliament have already spoken on this particular Bill in the last three hours. The Minister has to reply also. There are two Members of Parliament left to speak. I think you will take only two minutes. Shri Rajkumar Roat ji.

श्री राजकुमार रोट (बांसवाड़ा) : धन्यवाद माननीय सभापति जी, आपने काफी कम समय दिया। मैं केंद्रीय उत्पाद शुल्क संशोधन विधेयक, 2025 पर आपके माध्यम से अपने विचार प्रकट करना चाहूंगा। मैं आपके माध्यम से माननीय मंत्री जी और सरकार तक कुछ विचार पहुंचाना चाहूंगा। यह जो बिल लाया जा रहा है इसका मूल उद्देश्य देश में बढ़ते धूम्रपान और जो नशा बढ़ रहा है, उसको कम करना है या फिर हमें टैक्स को वसूलना है। अगर इस बिल के माध्यम देश में नशामुक्ति का अभियान तेजी से बढ़ता है और इस पर प्रतिबंध लगता है, तो अच्छी बात है और स्वागतयोग्य है, लेकिन इस बिल की वजह से मैं उन किसानों के लिए चिंतित हूँ, जो सुबह चार बजे उठकर जंगलों में जाकर तेंदूपत्ता कलेक्शन करते हैं और तेंदूपत्ता कलेक्शन करके उसकी एक-दो रुपये की पैकेट बनाते हैं और उसे कंपनी वालों को देते हैं। यह जो कानून लाया जा रहा है, उसका असर उन किसानों पर न पड़े, जो जंगलों में जाकर, सुपारियों के बागवानों में जाकर कलेक्शन करते हैं, उनकी आमदनी पर इसका असर न पड़े, मैं इस बात से चिंतित हूँ। मैं जहां तक समझ पाया हूँ हम देखते हैं कि देश में जिस तरह से धूम्रपान बढ़ रहा है। आदिवासी, दलित, पिछड़े इलाके अंदर जहां शिक्षा पहुंचनी चाहिए थी, वहां शिक्षा नहीं पहुंची है, वहां पर नशा पहुंचा है। हमारी यह प्रायोरिटी होनी चाहिए कि हम उस हिसाब से काम करें। मैं जहां तक समझा हूँ कि जो धूम्रपान तेजी से बढ़ रहा है, उसका मुख्य कारण एडवर्टाइजमेंट है। विमल के एडवर्टाइजमेंट कई बड़े-बड़े शहरों में, ग्रामीण इलाकों में लगे

हुए हैं कि दाने-दाने में केसर का दम। मैं नाम लेना उचित नहीं समझूंगा, लेकिन जो तीन-चार हीरो हैं, वे कहते हैं कि दाने-दाने में केसर का दम। इस एडवर्टाइजमेंट को करने के लिए उनको करोड़ों रुपये मिलते हैं। ये जो हीरो हैं, वे युवाओं के आइडियल बने हुए हैं। वे कहते हैं कि इसमें केसर का दम है। ऐसे एडवर्टाइजमेंट पर सरकार को प्रतिबंध लगाने की जरूरत है और ऐसे एडवर्टाइजमेंट करने वाले बॉलीवुड स्टार्स पर भी कार्रवाई करने की जरूरत है।

मेरा जो जिला डूंगरपुर है और संसदीय क्षेत्र बांसवाड़ा, मैंने हिसाब लगाया था कि वहां एक दिन के अंदर 1 करोड़ 10 लाख रुपये के आसपास विमल के उत्पाद की बिक्री होती है। इसका मूल कारण है कि हमारा इस पर कोई प्रतिबंध नहीं है, किसी प्रकार का कोई कंट्रोल नहीं है। डुप्लीकेट चीजें भी बनाई जा रही हैं। जो ओरिजनल सिगरेट, बीड़ी, तंबाकू हैं, उनकी कॉपी होकर मार्केट में, विशेषकर ग्रामीण इलाके में डुप्लीकेट चीजें जा रही हैं, उस पर सरकार क्या करेगी?

मैं जानना चाहूंगा कि व्यापारियों पर टैक्स के साथ कंपनीज जो उत्पादन कर रही हैं, इस टैक्स का असर उत्पादन करने वाली कंपनीज पर और सेलिंग करने वाले व्यापारियों पर होना चाहिए। ग्रामीण इलाके में जो किसान हैं, उन किसानों पर अगर इसका असर होता है तो हमारे लिए दुर्भाग्य की बात है। मैं कहता हूं कि इस पर प्रतिबंध करना चाहिए। प्रतिबंध की बात आती है तो एक चीज उदाहरण के तौर पर सामने आती है कि गुजरात के अंदर शराब पर प्रतिबंध है। गुजरात में जहां शराब पर प्रतिबंध है, वहां सबसे ज्यादा शराब बिकती है। जो बोतल 500 रुपये की है, वहां 1,500 रुपये में बिकती है। इस बात पर भी हमें सोचने की जरूरत है। हम सबको चिंतित होना है कि देश में युवा नशे की लत में जा रहा है।

सभापति महोदय, जो भक्ति मार्ग है या जो संत मार्ग है, अधिकतर संत अच्छे विचारों और अच्छी आइडियोलॉजी के हैं, लेकिन कुछ ऐसे संत हैं जो धर्म की आड़ में नशे का काम करते हैं। जैसे कि अफीम है, गांजा है, कई मठों के अंदर, कई धार्मिक स्थलों में भी इसका उत्पादन होता है। उस धर्म स्थल के आसपास कोई कार्रवाई भी नहीं होती है। ऐसी जगहों पर भी कार्रवाई होनी चाहिए। उन संतों पर भी कार्रवाई करनी चाहिए, जहां से अफीम, गांजा का प्रचलन होता है। ... (व्यवधान)

हमारे पड़ोसी उदयपुर के सांसद महोदय को क्या दिक्कत हो रही है? मैं किसी का विरोधी नहीं हूँ। जहां से कुछ गलत होता है, जहां हमारे युवा भटकते हैं, ऐसी जगह पर प्रतिबंध होना चाहिए। उन संतों पर भी कार्रवाई होनी चाहिए, जहां से अफीम, गांजा का वितरण होता है। ... (व्यवधान) मैं सभी पर सवाल नहीं कर रहा हूँ, लेकिन कुछ ऐसे हैं।... (व्यवधान)

माननीय सभापति: आप कोई आक्षेप न लगाएं। आप केवल अपनी बात कहें।

श्री राजकुमार रोट: महोदय, तेंदू पत्ते का उत्पादन होता है, सुपारी का उत्पादन होता है। हम नार्थ-ईस्ट में जाते हैं या साउथ में जाते हैं, कई राज्य ऐसे हैं, जहां पूरा परिवार सुपारी पर डिपेंड करता है। मेरा यही कहना है कि इसका असर उत्पादन करने वाली कंपनीज़ पर होना चाहिए, बड़े व्यापारियों पर होना चाहिए। जो गरीब किसान हैं, उन पर इसका असर नहीं होना चाहिए। हमें देश में धूम्रपान पर प्रतिबंध लगाना पड़ेगा। आदिवासी, दलित, पिछड़े इलाके में हमें शिक्षा को भेजने की जरूरत है और उन इलाकों में धूम्रपान पर प्रतिबंध करने की जरूरत है।

श्री विशालदादा प्रकाशबापू पाटील (सांगली): सभापति महोदय, मुझे अवसर देने के लिए मैं आपको धन्यवाद देता हूँ। मैं मुद्दे पर आता हूँ। महाराष्ट्र के टोबैको फार्मर्स का क्या होगा? हजारों फार्मर्स में मार्जिनल फार्मर्स हैं, शेयर क्रॉपर्स हैं, बीड़ी रोलिंग घर से करते हैं, जो टोबैको की फसल पर डिपेंडेंट होते हैं। एक्साइज ड्यूटी डायरेक्टली उनके प्रोक्योरमेंट प्राइस पर हिट करेगी। इनकी इनकम गिरेगी, डिमांड क्रैश होगी। यह सरकार किसानों की जेब से पैसा निकालकर अपने रेवेन्यू को भरना चाहती है क्या? टोबैको और बीड़ी का सबसे ज्यादा कंजंप्शन गरीब और कम पढ़ाई वाले लोग करते हैं। ग्लोबल एडल्ट टोबैको सर्वे जो डब्ल्यूएचओ करती है, वे कहते हैं कि स्मोकलेस टोबैको खैनी, गुटखा, बीड़ी, ये प्राइमरी पुअर कंज्यूम करते हैं। एक्साइज बढ़ाकर आप गरीब की जेब से पैसा निकाल रहे हैं।

Tobacco consumption prevalence is highest among lower socioeconomic classes. According to a survey, about 9 per cent of women and 38 per cent of men over 15 years of age are tobacco consumers. रूरल एरिया में पुरुषों में यह

परसेंटेज 43 परसेंट हो जाता है। सरकार कहती है कि हैल्थ के लिए कर रहे हैं, अगर हैल्थ के लिए कर रहे हैं तो बैन करो, जारी क्यों रखते हो? अगर जान बचाना प्रॉयोरिटी है and if you really care about people, you should ban it. सेंटर का रेवेन्यू 2.2-2.4 परसेंट टोबेको से आता है। इसका मतलब है कि सरकार को प्योरली सिनटैक्स के पैसे से पैसा कमाने की आदत पड़ गई है और हैल्थ के नाम पर ये पैसा जमा कर रहे हैं। इनके लिए यह हैल्थ नहीं बल्कि फिस्कल कम्पलेशन हो गई है। If you collect tobacco taxes, you need to earmark the tobacco taxes on cancer care, NCD treatment, and tobacco cessation programmes under the NTCP. सबसे महत्वपूर्ण फार्मर्स ट्रांजिशन क्रॉप की बात है। अगर वह टोबेको नहीं उगाएगा तो क्या उगाएगा? आपको क्रॉप डाइवर्सिफिकेशन के लिए खर्चा करना चाहिए। लेकिन यहां क्या हो रहा है? You are using the money collected from tobacco and alcohol to distribute political *revaris*. पब्लिक हैल्थ के नाम पर एक रुपया न तो किसान को मिलता है और न ही बीड़ी वर्कर को मिलता है।

Sir, excise is not a political exercise. यह वोट बैंक मैनेजमेंट तरीका नहीं होना चाहिए। Excise policy must be based on public health impact assessment and livelihood impact assessment, not election arithmetic. क्या आपने महाराष्ट्र के किसानों की लाइवलीहुड इम्पेक्ट की स्टडी पेश की? क्या आपने पावर्टी इम्पेक्ट असेसमेंट पेश किया? क्या आपने बीड़ी रोलिंग वूमन की इनकम फाल डेटा का एनालिसिस किया? Without this, Government has no moral right to increase or impose further duty.

I will conclude by saying this. आप बोलते हैं कि नशामुक्त भारत बनाना है, अगर आपको नशामुक्त भारत बनाना है तो पहले आपको खुद में जो टैक्स का नशा चढ़ा है, वह कम करना पड़ेगा, तभी जाकर आप इस देश को नशामुक्त कर पाएंगे।

HON. CHAIRPERSON: Now, hon. Finance Minister.

SHRIMATI NIRMALA SITHARAMAN: Sir, thank you very much. Today, we

have had about 28 speakers who participated in this debate.

HON. CHAIRPERSON: You have been constantly sitting here for three hours and have heard everybody.

SHRIMATI NIRMALA SITHARAMAN: Thank you, Sir. We have had quite a few suggestions, inputs and commentaries on the Bill, which is essentially related to excise duty, which existed before 2017 under the Central Government. It was only for the sake of the compensation cess which was required at the time of introducing GST that the Centre gave up its powers to levy excise duty on tobacco and tobacco-related products. That right was given away to the GST Council so that they will be in a position to collect the compensation cess over those items which were taxed at 28 per cent. So, that compensation cess was collected between 2017 till 2022, which is what I said in my opening remarks. Therefore, the compensation cess which was collected till 2022 went in the hands of the States. It was given off to the States. By law at the time when GST was introduced, compensation cess was to be collected for five full years and it came to an end in 2022. But after 2022, it is still being collected because, after proper legal consultation, the GST Council took a call that during the COVID-19 years, we could not collect the revenue required, particularly the compensation cess which is levied on items that were at a 28 per cent rate, and we could not compensate the States, which was a promise given under the GST. So, taking legal opinion, it was extended to such a period. Of course, the outer limit was fixed for March 2026. However, it was extended to such a period until it had to be collected for returning the loan that was taken for paying the States.

So, essentially here, what was there before 2017, what was conceded by the Centre for the GST Council to collect the compensation cess, at the end, the compensation cess is being naturally reverted to the Centre. This is not a new law. This is not an additional tax. This is not something which the Centre is taking away. There was quite a lot of observation made by several hon. Members that it is a cess. This is not a cess. This is excise duty. It existed before GST. It has come back to the Centre because the Centre gave it away at that time for collecting compensation cess. Now, it is reverting back to the Centre. I will get into the details when I answer some particular Members' questions. It is coming back to the Centre to be collected as excise duty which will go to the divisible pool. It is going to be redistributed again at 41 per cent which has to go to the States. So, this is not a cess. When a cess comes, I will stand up to say that it is cess. This is not.

I found quite a few hon. Members talking about, "Oh, this is a cess, the Centre is bringing it, it is going to take the revenue." No, please. I will stand up when I have a cess to talk about. But this is not the one.

Sir, I just want to highlight the basic excise duty. Even after the introduction of GST, because that head of account was being maintained, it was brought to the minimum most level, and now it is going back. Even during GST, when that minimum most level of excise was being collected, we collected only a token amount, which was Rs.5 for 1000 sticks. For most cigarette categories, it was Rs.10 per 1000 sticks. Size variants are taken as consideration. In practical terms, it meant that the excise component per stick was a fraction of

one paisa. So, we kept that nominal collection only all the while, even as the GST was being collected on cigarettes as compensation cess. By comparison, pre-GST excise duty rates ranged from Rs.1,585 to Rs.2,850 per 100 sticks for non-filter cigarettes, and Rs.1,585 to Rs.4,170 per 100 sticks if they were filtered.

17.18 hrs

(Hon. Speaker in the Chair)

The point that I am highlighting here is that during GST, it was kept just nominal, the account was kept alive, but collection was Rs.5 on 1000 sticks whereas prior to introduction of GST, it was Rs.1585 to Rs.2,850 per 100 sticks, not even 1000. So, pre-GST excise duty rates were far higher and post-GST, because they were collecting as compensation cess, here it was nominally kept at 100 sticks for Rs.1,500. But even after the GST had come in, compensation cess rates remained unchanged from July 2017 to 2024. I want to highlight the fact that even when compensation cess was introduced on these items, the rate remained the same from 2017 to 2024.

Normally, the World Health Organization, when it gives some reports, comments on situations prevailing in different countries.

According to WHO, there is global tobacco control report which the WHO brings out, India did not revise specific cess rates, even as the average retail prices of cigarettes rose at less than half the pace of the nominal income growth. It was an observation made by the World Health Organization. Empirical data reinforced this fact. So, the World Health Organization and the World Bank jointly track affordability index of tobacco products. Is it affordable or in order to deter people from using cigarettes, have we kept it higher, is an indicator which the

World Health Organization monitors. For India, their comment has been that affordability has either stagnated or increased in the past decade. When affordability increases, it means the price is remaining low. So, affordability has either stagnated or increased in the past decade, meaning cigarettes have not become more expensive related to the consumers' purchasing power. I am stating that since the Centre gave it away, for the sake of compensation cess, to the GST Council, to 2024, no rate change has happened.

Globally, more than 80 countries revise tobacco taxes annually, many using inflation indexing or multi-year excise schedules. I have just named them: Australia, New Zealand, where Australia is at about 12.5 per cent annually. Automatically, it changes based on CPI. New Zealand is at 10 per cent. Philippines, Turkey, South Africa have also constantly linked it with inflation. EU Member-States do it, maintain a minimum excise burden of 60 per cent of weighted average price. Some may exceed and reach to 70, 75 also. So, even in India, prior to GST rates, annually rates of tobacco have been increased. So, it is primarily health-related concern with which it had to be a deterrent. The price or the tax had to be a deterrent so that people do not get into that habit. But after the sunset of compensation cess, as I said, we are bringing back the excise duty which existed prior to GST. Now, certainly we do not want cigarettes to become affordable. So, this is the sum and substance of this particular excise duty.

India's total tax incidence on cigarettes is approximately 53 per cent, 53 per cent of the retail price, which is substantially lower than the World Health Organization benchmark, which I have just mentioned earlier. The World Health

Organization benchmark is at 75 per cent. I have already mentioned that some States, some countries do charge more. The United Kingdom and Australia are well over 80 to 85 per cent. So, we do keep that benchmark which the WHO has highlighted.

Coming to the concerns of hon. MPs, some have said 'you are going to impose this tax as a result of which livelihoods are going to be affected because cigarettes or *bidis* will become more expensive and those poor people who are rolling *bidis* will be out of the job'. I want to highlight some facts here. I will come to specifics and speak about specific concerns of Members. I will now go to addressing some of the concerns which hon. Members have raised.

First of all, the tobacco growing farmers will have to be weaned away from growing tobacco into doing other alternative crops. There have been efforts earlier. Efforts continue under Prime Minister Modi's Government. Farmers are constantly being told how unhealthy it is to cultivate tobacco and I will highlight that specifically what efforts are being taken.

Sir, Government schemes under the Ministry of Agriculture and Farmers Welfare, such as Crop Diversification Programme under the Rashtriya Krishi Vikas Yojana, have covered 10 major tobacco-growing States since 2015-16. I am not going into the earlier period. There have been schemes earlier; I am not denying it. There have been efforts ongoing for decades now. Farmers are being encouraged to shift to alternative crops. Which are those 10 States? Andhra Pradesh, Bihar, Gujarat, Karnataka, Maharashtra, Odisha, Tamil Nadu, Telangana, Uttar Pradesh, and West Bengal. What is the progress of these crop

diversification efforts? Over 1.12 lakh acres, that is, about 45,325 hectares of land, have shifted from tobacco to other crops between 2018 and 2021-22. What are the alternatives? In partly irrigated areas, they shift to sugarcane, groundnut, oil palm, cotton, chilly, maize, onion, pulses, and turmeric. In specific States, I would like to highlight that Telangana has focused on weaning away tobacco growers to cultivate Bengal gram and chillies. Odisha has moved them towards vegetable cultivation and maize. Karnataka has shifted from tobacco to soybean and sugarcane. So, there are indeed efforts at crop diversification.

I must thank Dr. Kalanidhi Veeraswamy, because he, as a doctor, has rightly said how injurious it is to one's health and that people really should not be doing it. I appreciate him for sharing his professional experience.

माननीय अध्यक्ष : कलानिधि जी, आप भी तो धन्यवाद दीजिए ।

... (व्यवधान)

माननीय अध्यक्ष : अच्छा, थैंक-यू बोलना मना है?

... (व्यवधान)

SHRIMATI NIRMALA SITHARAMAN: I did not know he was a smoker.

सर, सब लोग बोल रहे हैं कि उनसे भी कह दीजिए कि वे स्मोक न करें । मुझे पहले मालूम नहीं था कि वे स्मोक करते हैं । अगर वे स्मोक करते हैं, तो बाकी सबके लिए उनकी जो गुड-विशेज़ और एडवाइस थी, उनका वे स्वयं भी पालन करेंगे, ऐसी मुझे उम्मीद है । ... (व्यवधान)

माननीय अध्यक्ष : आप यहां सभी संसद सदस्यों को एडवाइज़ कर रही हैं ।

... (व्यवधान)

SHRIMATI NIRMALA SITHARAMAN: This exercise, as I said earlier, is not a cess; it is a duty, and it goes into the divisible pool. Dr. Kalanidhi spoke about it,

and I want to say that this collection will go into the divisible pool, and therefore the 41 per cent will be reaching the States. Although there are one or two points on which I have thanked and appreciated his concern, there is one point on which I want to correct Dr. Kalanidhi.

माननीय अध्यक्ष: आप माननीय सदस्य को तमिल में जवाब दे दीजिए।

... (व्यवधान)

श्रीमती निर्मला सीतारमण: सर, आपके आदेश का पालन करना ही पड़ेगा।

He is demanding for increasing the fund to be given to the States by 50 per cent. This demand is to be placed before the Finance Commission. This demand should not be put to us.

First of all, I want to say that the request which Dr. Kalanidhi has made – that States should get 50 per cent of all devolvable taxable amounts – is something the Finance Commission will have to address, and I am sure he and his Government would have submitted it to the Committee.

माननीय अध्यक्ष : अब संसद के अंदर यह व्यवस्था की गई है कि किसी भी भाषा में बोलने पर साइमलटेनियसली उसका अन्य भाषाओं में अनुवाद हो जाता है। इसलिए, अब दिक्कत नहीं है।

... (व्यवधान)

श्रीमती निर्मला सीतारमण: सर, वे जनरेसली बोल रहे थे कि मैं अंग्रेजी समझता हूं, इसलिए, आपको तमिल में बोलने की जरूरत नहीं है। लेकिन, सर, मुझे आपके कारण अपने भाषण में तमिल में बोलने का मौका मिला।

Sir, I also want to say that apart from what the Finance Commission has

..... English translation of this part of speech originally delivered in Tamil.

recommended for devolution, Prime Minister Modi – because he has been a Chief Minister and understands the States and their difficulties – had, after COVID, asked us to create a capital fund which could be given to the States almost like a grant, though it is termed a loan with a 50-year tenure and interest-free. All States have utilized it. I want to state that the total amount, as things stand from 2020 till today, is Rs. 4.24 lakh crore that has gone to the States as an interest-free 50-year loan. The Finance Commission did not ask us to do that. We have done that. So, we will keep the States' interests in mind, and no State gets less than what the Finance Commission has ordered us to give them. That also should be placed on record.

Again Sir, I cannot see him here. I would like to thank hon. Member Shri Lavu Srikrishna Devarayalu for recognising the fact that compensation cess regime has come to an end and therefore, this has to move as excise to the Centre and that will get devolved to the States. I actually appreciate him for having clearly laid that out and it will only support the States and their finances. Sir, there were also the same questions – are you helping the farmers and are you actually doing concrete things, one to help the farmers and another to really contain purchase of tobacco and tobacco related products? Sir, there has been a law since 2003 and that actually prohibits tobacco products from being sold to people who are under 18 years of age in a 100-yard circumference of any school or any educational institution. But, of course it has to be implemented even more rigorously because there is a lot of violation and people are complaining about it. I am sure the Ministry of Health will be talking to States about it and there are

a lot of advertisements. I am not getting into that detail.

Particularly on bidi, Shri Kathir Anand has raised a lot of questions. I will start with the most important question. Hon. Member Kathir Anand said you cannot impose tax on bidi makers and so on. First, bluntly and upright, I want to say here, there is no change in the tax incidence on bidi. In fact, GST does not provide for items; 28 per cent was where most of these were demerit goods, on which we put a cess. Now, 28 per cent itself has gone away from the consideration in GST. So, every item had to move from 28 per cent. If it were a demerit good, it had to go to 40 per cent. At the time when the GST Council discussed it, consciously bidi was not taken to 40 per cent because it would have really hurt. Although health consideration warrants it also to be in 40, from 28 it went to 18. A lot of people questioned us saying, "What is this? You have reduced the tax on bidi." No, we have not reduced. Yes, there I could not have taken it to 40 because it would have taken it to higher than what it was earlier. We have taken it to 80 and now, when we are bringing it to the excise regime, it will be taxed similar to what it was earlier and not one paisa more.

बहुत सारे समाजवादी पार्टी के नेताओं ने भी उसके ऊपर बात की है कि बीड़ी वर्कर्स के ऊपर आप टैक्स लगा रहे हैं, तो उनके रोजगार का क्या होगा? उनके रोजगार के ऊपर कोई असर नहीं पड़ेगा, क्योंकि रेट वैसे के वैसे ही हैं। रेट में कोई बदलाव नहीं है। जो रिजीम है, उसमें जैसा मैंने बताया कि 28 परसेंट टैक्स था, उसके ऊपर एनसीसीडी लगता था। हैंडमेड चार्ज का एक रुपया प्रति हजार बीड़ियों पर था। यदि मशीन मेड है, तो दो रुपये प्रति हजार बीड़ियों पर था। उसके ऊपर बेसिक एक्साइज ड्यूटी, जैसा मैंने बताया है कि नॉमिनल 5 पैसा थी, जो एक हजार बीड़ियों पर थी। अगर यह मशीन मेड हो तो 10 पैसा एक हजार बीड़ियों पर थी। यह अभी प्रिविलेंट स्कीम है।

एक्साइज आने के बाद वही रेट होगा, क्योंकि अब जीएसटी 18 परसेंट हो गया है, जो कि कम हो गया है। हैंडमेड यूनिट के ऊपर जैसे पहले एनसीसीडी था, वही रेट है, जो एक रुपया हजार यूनिट पर है और अगर मशीन मेड है, तो दो रुपये हजार यूनिट पर है। जो कानून अभी ला रहे हैं, उसमें बीड़ी के ऊपर बेसिक एक्साइज ड्यूटी 10 परसेंट होगी। कुल मिलाकर के बीड़ी का रेट पहले जो था, अब भी वही है। एक पैसा, मैं रुपया नहीं बोल रही हूँ, एक पैसे का इंक्रीज भी नहीं है। इसीलिए गरीब बीड़ी वर्कर का रोजगार चला जाएगा- रोजगार नहीं जाएगा जी। रेट में कोई परिवर्तन नहीं है, रेट वैसे के वैसे हैं। सर, कथीर आनंद जी ने भी कहा कि कानून ला रहे हो, लेकिन रूल, रेगुलेशन, नोटिफिकेशन के द्वारा रेट बदलती जाती हैं, तो रेट नहीं बदल रही हैं। मतलब रेट बदलना असंभव है। पॉर्लियामेंट को छोड़कर रेट बाहर से बदलना नामुमकिन बात है। पॉर्लियामेंट के अप्रूवल के बिना एक पैसा भी रेट बदलना मुश्किल है, कानूनन कर भी नहीं सकते हैं। ऐसे वह होता नहीं है।

* This will not happen like this. In Parliament, without permission, not even a single paise can be increased. This may not be possible by way of Rules or by issue of a Notification.*

सर, बीड़ी के विषय में बहुत सारे माननीय सदस्यों ने बताया है। लेबर वेलफेयर स्कीम्स क्या हैं? उनके ऊपर कुछ कैंसर की दिक्कत है। उनके इलाज के लिए कुछ इंतजाम है कि नहीं?

I want to highlight that labour welfare scheme has three components, namely health, scholarships for the children, and housing. Healthcare facilities through 10 hospitals and 279 dispensaries are being offered for beedi workers. Reimbursement of expenditure for specialized treatment is being done and that is also provided. For cancer, tuberculosis, heart diseases, and kidney transplantation money is being given and they are not being charged -- either

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they are given in advance or they are being reimbursed.

Financial assistance for education of children of beedi workers from Class 1 to college or university ranging from Rs. 1,000 to Rs. 25,000 per student per annum depending upon the class in which the student is or the course in which the student is, is already being provided.

Then, subsidy of Rs. 1.5 lakh per beneficiary for construction of pukka house is being given under the Revised Integrated Housing Scheme from 2016. RIHS has been now converged with Pradhan Mantri Awas Yojana. So, beyond this, there is also the Public Distribution System, Deen Dayal Antyodaya Yojana, PM SVANidhi, Kaushal Vikas Yojana, Suraksha Bima Yojana, and Jeevan Jyoti Bima Yojana. All these will take care of the beedi workers.

I cannot see senior Member Ramashankar Rajbhar ji from the Samajwadi Party. उन्होंने भी बहुत इमोशनली इस विषय पर बात की। मैं उम्मीद करती हूँ कि उनके प्रश्न का भी मैं जवाब दे रही हूँ, और जवाब देती हूँ।

Hon. Member, Supriya Sule ji had raised this very important question in general about the excise for which, I think, in the name of other Members I have given an answer.

Sir, in passing, but I think she meant it, the hon. Member raised this question about IMF and data issue. I would want to use this opportunity to explain that that debate was very ill-informed. IMF has actually said about India's overall healthy economic performance and that is what the report concentrates on. Literally, most of the report focusses on it. But I want to say something on the data ranking. IMF ranks data quality from A, B, C and D. They do not have

the A+, A-, which happens in most universities. Grade 'A' means data is adequate for surveillance, Grade 'B' means data has some shortcomings, but is broadly adequate, Grade 'C' means data shortcomings could somewhat hamper surveillance, that is where we are put, and Grade 'D' means serious shortcomings that hamper surveillance. We are ranked 'C'. The ratings are part of IMF Report on Indian economy, which expects India's GDP growth to grow at 6.5 per cent level in 2025-26, the current year. It recognises growth in private consumption, macroeconomic stability and also resilience of the Indian financial sector. They recognise it as key drivers of growth. They also recognise the inflation. They say, it has been well below the RBI's tolerance band. The tolerance band is 2 per cent to 6 per cent. And they also say it is expected to be at 4.3 per cent overall for this year. So, the point of contention was the quality of data on which this 'C' grade was given.

What was the 'C' Grade for? The 'C' Grade is assigned to the data on national accounts, which covers data on GDP, consumption, income levels. What was the reason behind 'C' ratings, Sir? The reason was that the data is based on an outdated base year, which is 2011-12. It is our base year till now. But the Government of India is now changing that, and from the next year, we will have a data base year as 2022-23, and from 27th February 2026, this will come into execution. So, we are living with data being collected based on the base year 2011-12. It is because of that we are ranked 'C', and not for any other reason. I heard some hon. Member, I do not want to take their name, and the language used was astonishing. They said, you are manipulating through GST,

misleading data is being provided, but it is none of that. If my base year is old and it is 2011-12 and IMF thinks, "What is this, why would you not want to collect it on something very recent?", the Government of India, after doing intense consultation, has decided that from 27th February, we will have the base year, come closer to us, which is 2022-23. If on that score, IMF says, "I rank you `C", Oh my God, the debate would be like the Government of India's data is all bad, IMF has said, the whole thing is `C' grade", but it is absolutely not. It was for that data base year being old. It did not question about the growth figures that we have given. On the contrary, they have said, "You will be growing at 6.5 per cent." They have actually appreciated our inflation management. So, it has to be circumscribed.

Also, the wholesale prices used instead of producer prices was also one comment. Mismatch in production and expenditure approaches was another observation. So, everything belongs to the data collection and keeping it to a base year which is old and outdated. That is which is getting us `C' grade. But overall, India was rated `B' on all other fronts, including inflation, Government finance, external sector statistics, monetary and financial statistics and inter-sectoral consistency. So, the median rating that we have got is `B'. So, I would like Supriyaji to be informed about that.

Also, it is not a consolation, but I just want to put it in context that many developing countries also have the same median rating of `B', for example, China and Brazil. I am not getting into the others.

Sir, I cannot find the Member here, so I would not want to name him.

माननीय अध्यक्ष: आप उनका नाम ले सकती हैं।

SHRIMATI NIRMALA SITHARAMAN: Hon. Member, Shri Sasikanth Senthil said that the Compensation Cess was designed for five years, yet it has continued beyond that period. I have already explained this in my answer. I request hon. Members to look into the facts before making any observations. Whatever hon. Members say goes into the record.

Compensation Cess is an issue on which we have repeatedly spoken in this House. It was meant for five years, specifically to provide funds to the States and after those five years, it was supposed to conclude.

माननीय अध्यक्ष: वह तो भारतीय प्रशासनिक सेवा के पूर्व अधिकारी भी हैं।

SHRIMATI NIRMALA SITHARAMAN: Sir, I take serious objection to another point made by the hon. Member that the Compensation Cess is being used to pay the Centre's own debt. Excuse me! The Compensation Cess was collected with the authority of the GST Council in order to repay the loan taken to arrange back-to-back compensation for State governments when revenues could not be collected during COVID-19. And on the date when the entire arrangement was to conclude, the GST Council authorised us, saying that we could withdraw in anticipation of this exercise.

This has been recorded in the GST Council. I cannot believe that a constitutional body where the Finance Ministers of States sit would allow me – unless hon Member, Shri Sasikanth Senthil says so – to simply pay off the Central Government's debt using Compensation Cess. Are the State Finance Ministers not empowered enough to question me on such a matter? Yet an hon.

Member is here claiming that the Compensation Cess is being used to pay the Centre's own debt. I do not know how to respond. This is greatly misleading the House.

माननीय अध्यक्ष: आप तमिल में बोल दीजिए, जिससे वहां संदेश चला जाएगा।

SHRIMATI NIRMALA SITHARAMAN: Should I? Thank you very much, Sir.

*Hon. Member, Shri Sasikanth Senthil said that the money collected through Compensation Cess is being used by Union Government to repay its debts. I do not know whether this is parliamentary or unparliamentary to say that what he said was a ...**... (*Interruptions*) That is why, I already said it may be parliamentary or unparliamentary. If it is unparliamentary you can change that word. I once again repeat...* यदि वह अनपार्लियामेंट्री शब्द है, तो उसको आप हटा दीजिए।

But this is untrue. It is a baseless allegation and you cannot say such things in Parliament. If it is unparliamentary, you can expunge it. I will repeat it once again. If it is unparliamentary, please remove it. You are the hon. Speaker.

क्योंकि मुझे लग रहा है कि जैसे वह बेबुनियाद आरोप मेरे ऊपर डाल दिया, तो अब मैं आरोप लगा रही हूं। मुझे ऐसा जानबूझकर बोला गया। ऐसा लगता है। केंद्र सरकार कंपेनसेशन सेस का उपयोग करते हुए उनका ऋण क्लियर करती है। यह जीएसटी काउंसिल का अपमान है। यदि मैं ऐसा करती हूं, तो क्या जीएसटी काउंसिल में बैठे हुए वित्त मंत्रीगण को यह जानकारी नहीं होगी? तमिलनाडु के एक सांसद ने बोला, उसके लिए मुझे शर्मिदा होना पड़ रहा है। Hon. Member Shri Sasikanth Senthil should please withdraw this statement. It is a wrong

..... English translation of this part of speech originally delivered in Tamil.

** Expunged as ordered by the Chair.

statement.

That is not true. Is it ok for you? It is untrue. Instead of using the word 'lie', I used the word 'untruth'. But what he said was a baseless allegation. I therefore request the Hon Speaker to make him withdraw his statement. That particular sentence should be withdrawn. He is not present here. But definitely I am sure he is watching the proceedings from somewhere.

माननीय अध्यक्ष : माननीय वित्त मंत्री जी एक मिनट रुक जाइए। अभी आपको बोलने के लिए बहुत टाइम है।

माननीय सदस्यों, आपको साइमलटेनियसली इंटरप्रेटेशन की आवाज साथ में आ रही है। जब वित्त मंत्री जी तमिल में बोलीं तो क्या आपको सभी भाषाओं में इंटरप्रेटेशन आ रहा था, या नहीं आ रहा था? हिन्दी-अंग्रेजी सभी भाषाओं में आवाज आ रही है।

कई माननीय सदस्य: जी हां।

माननीय अध्यक्ष: हम टेस्ट कर रहे हैं। इसलिए मैंने आपसे आग्रह किया था कि अगर आप तमिल में बोलेंगी तो मैं टेस्ट कर लूंगा कि सभी भाषाओं में इंटरप्रेटेशन हो।

यह भी भारत की संसद में नया प्रयोग है।

SHRIMATI NIRMALA SITHARAMAN: Lastly, many Members mentioned it. I do not know if Shri Vishaldada Patil is here. He also mentioned it. Health and wellness have to be in good focus. According to NHA data, 2014-15 and 2021-22, Government's health expenditure as a percentage of GDP rose from 1.13 per cent to 1.84 per cent. Government health expenditure's share of overall Government spending also increased from 3.94 per cent to 6.12 per cent.

..... English translation of this part of speech originally delivered in Tamil.

Between 2014 to 2022, the per capita health spending tripled from 1,108 to 3,169. You are also aware of the Ayushman Bharat Programme. Fifty-five crore beneficiaries are taking benefit out of it. There have been over nine crore hospital admissions resulting in Rs.1.3 lakh crore worth of free treatments. More than 16,000 Jan Aushadhi Kendras now present in almost all the districts of the country offer 50 to 90 per cent cheaper medicines when compared to market rates. Mission Indradhanush has various phases. In it, 5.46 crore children and 1.32 pregnant women have benefited from vaccinations against 12 diseases. This targeted initiative has contributed to a significant decline in the maternal mortality ratio from 130 per lakh live births in 2014-15 to 80 in 2020. In the last 11 years, the Government has approved or established new AIIMSes across several States and set up many new medical colleges including the first AIIMS in the North-East located in Assam. The MBBS seats have also increased to 1.18 lakh and 74,000 PG seats have been added since 2014.

I think largely I have addressed all the issues raised by the hon. Members.

I would appeal all the Members to kindly pass the Bill.

माननीय अध्यक्ष: क्या कोई माननीय सदस्य बोलना चाहते हैं? अभी सदन का पांच मिनट समय बाकी है। किसी को कोई क्लैरिफिकेशन तो नहीं चाहिए।

श्री नीरज मौर्य: माननीय अध्यक्ष महोदय, मैं आपका आभारी हूँ कि आपने मुझे अपनी बात रखने का अवसर दिया है। पूरा सदन, पूरे भारत के प्रबुद्ध लोग चाहते हैं कि नशा मुक्त भारत बने। अभी माननीय मंत्री जी ने अपने भाषण में कहा है कि तेलंगाना राज्य में जो लोग तम्बाकू की खेती कर थे उनको यह सुझाव दिया गया है कि तम्बाकू की खेती न करके अन्य फसलों की खेती करें। उनको मिर्च आदि के बारे में बताया गया है।

मैं आपके माध्यम से माननीय मंत्री जी से कहना चाहूंगा कि भारत के हर राज्य में जहां-जहां लोग तम्बाकू की खेती करते हैं, उनके लिए वहां कौन-सी फसल अच्छी हो सकती है, अगर उनको भी इसमें शामिल किया जाए तो बहुत अच्छा होगा।

माननीय अध्यक्ष: कृषि मंत्री जी सुझाव देंगे।

डॉ. संजय जायसवाल (पश्चिम चम्पारण): माननीय अध्यक्ष महोदय, मैं सेंट्रल एक्साइज (अमेंडमेंट) बिल के समर्थन में बोलने के लिए खड़ा हुआ हूं। मैं भारत सरकार को बहुत-बहुत धन्यवाद देता हूं, जीएसटी-2.0 लगाकर उन्होंने आम जनता को इतनी सारी सुविधाएं दीं कि इस बार दीपावली 22 सितम्बर को एक नये स्तर पर मनायी गई। लेकिन इसके साथ सिगरेट और तम्बाकू का जो नशा है, जिनको लगातार डिस्क्रेज करने का काम यह सरकार कर रही है। सिगरेट के ऊपर कैंसर पीड़ितों की तस्वीर लगाकर एक बहुत बड़ा क्रांतिकारी परिवर्तन किया गया। जब हम लोग युवा थे तब हर जगह सिगरेट की दुकानों पर भीड़ दिखती थी, आज ऐसा बिल्कुल देखने को नहीं मिलता है। उसी प्रकार सेंट्रल एक्साइज का अलग से फैसला है कि इस पर टैक्स बढ़ाया जाए और इसको महंगा किया जाए, जिससे आम व्यक्ति उसकी तरफ आकर्षित न हो, यह सरकार का बहुत ही बढ़िया फैसला है।

मैं इसका पूर्ण समर्थन करता हूं। स्वास्थ्य में आयुष्मान भारत के लिए भी बहुत अच्छा रहेगा। बहुत-बहुत धन्यवाद।

DR. M. K. VISHNU PRASAD (CUDDALORE): Thank you, hon. Speaker, Sir. I really appreciate the way our hon. Finance Minister replied to the doubts that were raised by the hon. Members. During her reply, she was mentioning about IMF data which was based on 2011-12. Based on that, the gradation was given like A, B, C and D. She was crystal clear. But, I would like to know whether that data is taken on base year 2011-12. Is that taken by the Central Government? If so, during these 12 years, was there any initiative taken by the Central

Government to collect the data for the current situation so that based on that, we can give the gradation? Thank you.

माननीय अध्यक्ष: जगदम्बिका पाल जी, आप भी सीट पर चार घंटे बैठे हैं, तो आप भी बोल लीजिए।

श्री जगदम्बिका पाल (डुमरियागंज): माननीय अध्यक्ष महोदय, मैं माननीय वित्त मंत्री जी को बधाई दूंगा, पूरा सदन इस बात के लिए चिंतित था, प्रतिपक्ष के लोग भी कह रहे थे कि तम्बाकू पर नियंत्रण होना चाहिए, नशा मुक्त होना चाहिए। वर्ष 2003 में माननीय अटल बिहारी वाजपेयी जी की सरकार ने सीओटीपीए कानून लागू किया था, आज उसी विरासत को आगे बढ़ाने का काम किया गया है। इसके लिए मैं माननीय फाइनेंस मिनिस्टर को बहुत-बहुत बधाई देता हूँ।

मैं वर्ष 2003 के कानून का उदाहरण दे दूँ। वर्ष 2003 में माननीय अटल बिहारी वाजपेयी जी की सरकार ने इस सदन में कानून पारित किया था। उसमें सार्वजनिक स्थानों पर धूम्रपान पर प्रतिबंध पहली बार लगाया गया था, जिससे फर्क पड़ा। नाबालिगों के द्वारा तम्बाकू बिक्री पर रोक लगायी गयी, स्कूल और कॉलेजों के 100 मीटर के अंदर बिक्री को निषिद्ध किया गया, विज्ञापनों पर रोक था।

अगस्त ऋषि ने क्या कहा है? भारतीय शासन दर्शन स्वास्थ्य सुरक्षा का है, उसमें अगस्त ऋषि ने कहा था कि स्वस्थ विज्ञान समाज कल्याण के प्रतीक माने जाते हैं। माननीय वित्त मंत्री जी ने आज क्लियर कर दिया है। सभी राज्य के फाइनेंस मिनिस्टर्स जीएसटी के मेंबर हैं। आज तक जितने भी फैसले जीएसटी में हुए हैं, वे सर्वसम्मति से हुए हैं। यह अपने आप में एक बहुत बड़ी बात है। यह फेडरल स्ट्रक्चर को भी मजबूत करेगा, एक्साइज ड्यूटी लग रही है, यह पैसा राज्यों को जाएगा, इसके लिए मैं धन्यवाद देता हूँ।

माननीय अध्यक्ष: सदन का समय इस विधेयक के प्रस्ताव पर विचार करने तक बढ़ाया जाता है।

18.00 hrs

श्रीमती निर्मला सीतारमण : अध्यक्ष जी, मैं सिर्फ दो विषयों पर क्लैरीफिकेशन देना चाहती हूँ।

माननीय सदस्य ने एक विषय उठाया था और मैंने सोचा कि मेरे जवाब में उसका उत्तर आ गया है, फिर भी मैं एक बात कहना चाहती हूँ कि सिर्फ तेलंगाना में ही नहीं किया बल्कि राष्ट्रीय कृषि विकास योजना जो क्राप डायवर्सिफिकेशन का प्रोग्राम बनाते हैं, वे दस राज्यों में चलाते हैं, इंकलूसिव ऑफ उत्तर प्रदेश। इसलिए उन-उन राज्यों में कौन-सी क्राप फायदेमंद हो सकती है, वह अपने राज्य के लेवल पर निर्णय करके योजना चलाते हैं। जैसे मैंने ओडिशा का उदाहरण दिया कि सब्जियां और ज्वार। कर्नाटक में सोयाबीन और शुगरकेन। उत्तर प्रदेश अपने स्तर पर किसानों के साथ बात करके जो भी निर्णय करे, उसके हिसाब से चलाते हैं।

Sir, a question was raised, saying that since data was based on 2011-12, whether any initiative was taken on it. I just want to highlight that rebasing initiative has been taken. 'Re-basing' means to re-base the base year from the previous base year, that is, 2011-12 to some other year, which is now, 2022-23. Therefore, it has already commenced in the last one and a half or two years and it is at an advanced stage. That is why, I said, it is planned to launch a new series with the base year of 2022-23 from 27th February, 2026. For the implementation, the rebasing project includes the collection of key data sources using surveys and studies, methodological improvements and also the assessment of additional data sources. We have formed various expert committees for new data source, rate and ratios, methodological improvements, constant price estimates and regional accounts. These are independent committees, expert committees looking into these aspects in specific. And above all, a discussion paper regarding the proposed changes has been put in the public domain for comments as well. All this has been done and, therefore, it is a structured process through which rebasing happens.

माननीय अध्यक्ष: आज सभी दलों के सदस्यों को पर्याप्त समय और पर्याप्त अवसर मिला है। मुझे नहीं लगता कि ऐसा कोई माननीय सदस्य होगा, जो इस विषय पर बोलना चाहता होगा और उसे अवसर न मिला हो। इसी कारण मैं आग्रह करता रहता हूँ कि सदन चलता है तो सदन के समक्ष विधेयकों और मुद्दों पर सबके विचार आते हैं, सबके मत आते हैं। मैं इसीलिए आग्रह करता हूँ कि सदन चले, सदन में चर्चा हो और सभी ने सदन चलाने में सहयोग किया है, इसलिए मैं आप सभी को धन्यवाद देता हूँ।

अब मैं विधेयक पर विचार करने वाले प्रस्ताव को सभा के समक्ष मतदान के लिए रखता हूँ।

प्रश्न यह है:

“कि केन्द्रीय उत्पाद-शुल्क अधिनियम, 1944 का और संशोधन करने वाले विधेयक पर विचार किया जाए।”

प्रस्ताव स्वीकृत हुआ।

माननीय अध्यक्ष: अब सभा विधेयक पर खंडवार विचार करेगी।

CLAUSE 2

Amendment of
Fourth schedule

माननीय अध्यक्ष: श्री डी. एम. कथीर आनंद जी, क्या आप संशोधन संख्या 1 से 5 प्रस्तुत करना चाहते हैं?

SHRI D. M. KATHIR ANAND (VELLORE): Sir, I have got five amendments, but I am going to move only the first amendment. Is it possible for the Finance Minister to reduce the tax position on *biri*?

Sir, I beg to move:

Page 4, for lines 15 to 17,-

Substitute

(1)	(2)	(3)	(4)
"2403 19 21	Handmade biris manufactured without the aid of machine	Tu (1)	2%."

माननीय अध्यक्ष: अब मैं श्री डी. एम. कथीर आनंद जी द्वारा खंड 2 में प्रस्तुत संशोधन संख्या 1 को सभा के समक्ष मतदान के लिए रखता हूँ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ।

माननीय अध्यक्ष: प्रश्न यह है:

“कि खंड 2 विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 2 विधेयक में जोड़ दिया गया।

खंड 1, अधिनियमन सूत्र और विधेयक का पूरा नाम विधेयक में जोड़ दिए गए।

माननीय अध्यक्ष: माननीय मंत्री जी, अब आप प्रस्ताव करें कि विधेयक को पारित किया जाए।

SHRIMATI NIRMALA SITHARAMAN: Sir, I rise to move:

“That the Bill be passed.”

माननीय अध्यक्ष: प्रश्न यह है:

“कि विधेयक पारित किया जाए।”

प्रस्ताव स्वीकृत हुआ।

माननीय अध्यक्ष: सभा की कार्यवाही गुरुवार, दिनांक 4 दिसंबर, 2025 को प्रातः 11 बजे तक के लिए स्थगित की जाती है।

18.04 hrs

*The Lok Sabha then adjourned till Eleven of the Clock
on Thursday, December 4, 2025/Agrahayana 13, 1947 (Saka).*

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