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Thursday, July 23, 2026
Sravana 1, 1948 (Saka)

LOK SABHA DEBATES

(Original Version)

Eighth Session

(Eighteenth Lok Sabha)



(Vol. XVI contains Nos. 1 to 10)

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LOK SABHA DEBATES

LOK SABHA

Thursday, July 23, 2026/ Sravana 1, 1948 (Saka)

The Lok Sabha met at Eleven of the Clock.

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

ORAL ANSWER TO QUESTION

#Starred Question No. 61

माननीय अध्यक्ष : प्रश्न काल, प्रश्न संख्या 61,

श्री बिद्युत बरन महतो।

प्रधान मंत्री उज्ज्वला योजना का कार्यान्वयन, दायरा और प्रभाव

***61. +श्री बिद्युत बरन महतोः**

श्री गोडम नागेशः

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे किः

(क) देश में राज्य-वार और जिला-वार जून, 2026 की स्थिति के अनुसार प्रधान मंत्री उज्ज्वला योजना (पीएमयूवाई) के अंतर्गत कुल कितने लाभार्थी शामिल किए गए हैं और जारी किए गए एलपीजी कनेक्शनों की संख्या, रिफिल की खपत कितनी है तथा कितनी वित्तीय सहायता प्रदान की गई है और इसके अंतर्गत कितने सक्रिय लाभार्थी हैं;

(ख) क्या सरकार ने उक्त योजना के अंतर्गत एलपीजी कवरेज में हुई वृद्धि के प्रभाव से विशेषकर ग्रामीण, जनजातीय और पर्वतीय क्षेत्रों में महिलाओं को घरों में होने वाले वायु प्रदूषण, श्वसन संबंधी रोगों, ईंधन की लकड़ी की खपत और कठिन परिश्रम किए जाने के कारण होने वाली समस्याओं के कम होने के संबंध में कोई आकलन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) सरकार द्वारा दूरस्थ और दुर्गम क्षेत्रों में एलपीजी की वहनीयता में सुधार लाने, रिफिल को अपनाने, घर पर रिफिल की डिलीवरी करने, सुरक्षा जागरुकता, अग्नि सुरक्षा संबंधी निरीक्षण, एलपीजी होसेस को बदलने और एलपीजी डिस्ट्रीब्यूटरशिप के विस्तार के लिए की गई सुरक्षा

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.

पहलों/उठाए गए कदमों का राज्य-वार और जिला-वार ब्यौरा क्या है और ऐसी सुरक्षा पहलों के अंतर्गत कितने लाभार्थी शामिल किए गए हैं; और

(घ) देश में उक्त योजना के क्या सकारात्मक परिणाम निकले हैं?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI HARDEEP SINGH PURI):

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

STATEMENT

(a) to (d) India provides domestic LPG cylinders at one of the lowest effective prices in the world. The effective price of domestic LPG cylinder in India's neighbouring countries as on 21.07.2026 is as below:

Country	Domestic LPG (Rs./14.2 kg.cyl.)
India	642.00*
Pakistan	1192.88
Sri Lanka	1475.31
Nepal	1297.29

*Effective cost to PMUY beneficiaries in Delhi, effective cost is Rs. 942 for non-PMUY consumers

Source: Petroleum Planning and Analysis Cell (PPAC)

Prior to the outbreak of conflict in the Middle East in February 2026, India used to import about 60 percent of its LPG consumption, out of which about 90 percent was transiting through the Strait of Hormuz. With the closure of Strait of Hormuz, supplies of imported LPG were severely constrained. The Government took a series of proactive measures to ensure stability in LPG supplies post the outbreak of the conflict. These include rapid increase in

production of LPG from 34 to 54 TMT per day, prioritization of household usage of LPG, diversification of import sources, dynamic stock management, inter-regional allocation to address localized shortages, etc. Despite this unprecedented crisis, supply of LPG to all households in the country has been ensured without any disruption. During the peak of this crisis, more than 56 crore domestic LPG cylinders were delivered between March and June 2026, including more than 12 crore cylinders to Ujjwala families.

With the onset of the West Asia crisis, the average Saudi CP (the international benchmark for LPG pricing) rose upto US$ 780/MT in April and May 2026. In June 2026, as the Saudi CP rose further to US$ 796/MT (excluding premium), the Market Determined Price (MDP) of a 14.2 kg domestic LPG cylinder went upto Rs. 1,695 for a 14.2 Kg cylinder.

The Retail Selling Price of domestic LPG is being maintained at Rs. 942 per 14.2 Kg cylinder, carrying an implicit subsidy (under-recovery) of more than Rs 700 per 14.2 Kg cylinder, in June 2026. Even for the month of July 2026, the implicit subsidy on each 14.2 Kg domestic LPG cylinder is more than Rs 500 per cylinder. For more than 10.5 crore PMUY consumers, the effective price is only Rs. 642 per cylinder (Delhi), after a targeted subsidy of Rs. 300 per cylinder, in addition to the implicit subsidy of more than Rs 500 per cylinder.

Government have been ensuring availability of domestic LPG at affordable prices to households in the country for which Government have paid to the OMCs a compensation of Rs. 22,000 crore in FY 2022-23 and paying

Rs. 30,000 crore during FY 2025-26 and FY 2026-27. Even after the payment of this compensation, accumulated under-recoveries of the PSU OMCs on domestic LPG were more than Rs 51000 crores as of 30th June 2026 itself.

Pradhan Mantri Ujjwala Yojana (PMUY) was started in May, 2016 with an objective to provide deposit free LPG connections to adult women from poor households across the country. The target to release 8 crore connections under PMUY was achieved in September 2019. To cover the remaining poor households, Ujjwala 2.0 was launched in August 2021 with a target to release 1 crore additional PMUY connections, which was achieved in January 2022. Subsequently, the Government decided to release 60 lakh more LPG connections under Ujjwala 2.0 which was completed in December 2022. Further, Government approved release of additional 75 lakh connections under PMUY Scheme for the period FY 2023-24 to 2025-26 which was completed in July 2024.

For initial 9.60 Cr. PMUY connections, Government had borne an expenditure of Rs.1600 per PMUY connection as a budgetary support for Security Deposit (SD) of Cylinder, Pressure Regulator, Suraksha Hose, DGCC booklet and installation charges. For next 75 lakh connections, the budgetary support was increased to Rs. 2,200 per connection for 14.2 Kg Single Bottle Connection/ 5 Kg Double Bottle Connection & Rs. 1,300 per connection for 5 Kg Single Bottle Connection. Further, since Ujjwala 2.0 which was started in August, 2021, OMCs are providing free first refill and stove to all beneficiaries.

Government subsequently approved the release of 25 lakh additional LPG connections under PMUY during Financial Year 2025-26 a rate of Rs. 2,050 per connection. As on 01.07.2026, Oil Marketing Companies (OMCs) have released 25 lakh LPG connections under the latest extension, taking the total number of connections under the PMUY scheme to 10.58 crore across the country.

State/UTs- wise, details of number of LPG connections under PMUY are at enclosed **Annexure-I.** The updated district-wise details of number of LPG connections under PMUY are available at https://www.pmuy.gov.in.

LPG consumption of PMUY beneficiaries is monitored regularly through Petroleum Planning and Analysis Cell (PPAC's) Consumption reports, Common LPG Database Platform (CLDP) reviews. Consumption of domestic LPG by households depends on several factors like food habits, household size, cooking habits, tradition, flavor, taste, preferences, price, availability of alternate fuels etc.

As a result of various steps taken by Government to improve access and affordability of domestic LPG for PMUY consumers, per connection consumption of PMUY beneficiaries (in terms of no. of 14.2 kg LPG cylinders taken per year) has increased from 3.68 in FY 2021-22 to 4.71 in FY 2025-26. Details of State-wise, Per Connection Consumption of PMUY beneficiaries during FY- 2025-26 are at enclosed **Annexure-II.**

To ensure the timely availability of LPG refills, LPG consumers including PMUY beneficiaries can book a refill by various methods including Interactive

Voice Response System (IVRS), Short Message Service (SMS), Whatsapp, calling directly on the phone of distributor, e-commerce platforms, OMC mobile applications and OMCs web-portals. These different options provide enhanced user accessibility for seamless and hassle-free booking of LPG refills.

As on 01.07.2026, there are a total of 25,611 LPG distributorships operating across the country, out of which 17,685 distributorships are serving rural areas. These are served through 214 LPG bottling plants of Oil Marketing Companies (OMCs) located across the country. In order to improve access of LPG in rural and remote areas, OMCs have commissioned 8045 distributorships, during 01.04.2016 to 30.06.2026 across the country, out of which 7452 (i.e. 93 %) are catering to rural areas. All distributors, except Durgam Kshetriya Vitraks, are mandated to make home delivery of LPG cylinders in their area of operation.

PMUY has had a significant positive impact on the lives of rural households, especially women and families in rural and remote areas including shift from traditional cooking methods that involve burning solid fuels like wood, dung and crop residues. The use of cleaner fuel lowers indoor air pollution, leading to improved respiratory health, particularly among women and children who are traditionally more exposed to household smoke.

As per a recent evaluation report by NITI Aayog on the PMUY released in April 2026, minimizing exposure to indoor smoke from traditional fuels has had a positive impact on beneficiaries' health, particularly in reducing smoke-related ailments. Further, as per the report, 74.27% of beneficiaries surveyed

reported a reduction in indoor air pollution after adopting LPG. Beneficiaries who previously relied on solid fuels for cooking had commonly experienced respiratory ailments, eye irritation, and other chronic health conditions. Following the transition to LPG, about 80.78% beneficiaries have seen reduction in cough and breathlessness, simultaneously, a large percentage of beneficiaries have reported reduction in eye irritation, smoke inhalation and a decline in headaches and dizziness.

Another study conducted by The Energy and Resources Institute (TERI) highlighted that in 2019 the estimated annual average ambient air quality (PM2.5) levels of major Indian states were in the range of 5–16 μg/m³ under the business-as-usual scenario (without PMUY), whereas with the implementation of PMUY, the levels were estimated to be in the range of 4–8 μg/m³ indicating that PMUY has a positive implication for both household and ambient air pollution.

Further, an evaluation of PMUY conducted by IIT Kanpur in 2023 across six states found that indoor air quality during cooking hours were nearly twice as good in households using LPG cylinders compared to low-LPG and traditional chulha-using households. The analysis of the PMUY survey carried out as part of this evaluation clearly demonstrates the health benefits of LPG usage under PMUY, especially for primary cooking persons.

To improve awareness amongst LPG consumers, a Basic Safety campaign was organised during 2024-2025 across the country under the

theme “Khushiyan Ab Teen Guna” with the objective of reaching the doorsteps of domestic LPG customers. The campaign was designed to educate consumers on the safe usage of LPG, complemented by extensive mass awareness initiatives through print and electronic media, on-site safety checks at customer premises, and the replacement of Suraksha hoses. The campaign achieved significant progress with over 12.12 crore free basic safety checks conducted at customer premises without any cost to consumer and more than 4.65 crore LPG hoses replaced at discounted rates. Additionally, audio-visual (AV) materials were utilized during various field safety initiatives, such as LPG Panchayats and LPG Safety Clinics in schools, as well as for general public outreach. These AVs were also shared across social media platforms to maximize reach and impact. Special emphasis was laid on covering PMUY beneficiaries and low-income group customers, to ensure safe usage of LPG and adequate availability of connections.

The State/UTs-wise details of number of free basic safety checks conducted and number of LPG hoses replaced are at enclosed **Annexure-III.** The district-wise details of number of free basic safety checks conducted and LPG hoses replaced are available at https://www.pmuy.gov.in .

ANNEXURE-I

State/UT-wise, number of connections under PMUY Scheme – As on 01.07.2026

State/UT	Number of PMUY Connections
Andaman and Nicobar Islands	14,028
Andhra Pradesh	11,37,204
Arunachal Pradesh	55,139
Assam	52,52,217
Bihar	1,20,65,734
Chandigarh	2,036
Chhattisgarh	39,75,045
Dadra & Nagar Haveli and Daman & Diu	18,921
Delhi	2,89,158
Goa	2,047
Gujarat	44,01,693
Haryana	12,09,489
Himachal Pradesh	1,52,344
Jammu and Kashmir	12,80,306
Jharkhand	39,82,115
Karnataka	42,37,286
Kerala	3,91,233
Ladakh	11,080
Lakshadweep	370
Madhya Pradesh	90,43,136
Maharashtra	52,66,914
Manipur	2,29,137
Meghalaya	3,22,844

Mizoram	38,428
Nagaland	1,32,275
Odisha	56,52,334
Puducherry	20,469
Punjab	13,61,463
Rajasthan	75,17,021
Sikkim	20,094
Tamil Nadu	42,02,636
Telangana	12,35,352
Tripura	3,33,612
Uttar Pradesh	1,89,78,084
Uttarakhand	5,31,282
West Bengal	1,23,72,334

Source: IOCL on behalf of PSU OMCs

ANNEXURE-II

Details of State-wise, Per Connection Consumption of PMUY beneficiaries

STATE/UT	Per Connection Consumption (PMUY) in number of 14.2 Kg equivalent cylinders per annum
	FY 2025-26
Chandigarh	7.25
Delhi	7.58
Haryana	6.76
Himachal Pradesh	4.28
Jammu & Kashmir	4.27
Ladakh	5.23

Punjab	5.49
Rajasthan	5.02
Uttar Pradesh	5.35
Uttarakhand	5.15
Andaman & Nicobar	5.16
Arunachal Pradesh	4.10
Assam	3.65
Bihar	4.49
Jharkhand	3.68
Manipur	4.49
Meghalaya	2.90
Mizoram	5.34
Nagaland	4.32
Odisha	4.32
Sikkim	5.17
Tripura	3.63
West Bengal	5.03
Chhattisgarh	2.52
Dadra & Nagar Haveli and Daman & Diu	4.72
Goa	4.67
Gujarat	5.56
Madhya Pradesh	3.73
Maharashtra	5.33
Andhra Pradesh	4.68
Karnataka	5.49
Kerala	4.75
Lakshadweep	4.35
Pondicherry	6.97

Tamil Nadu	5.04
Telangana	3.70
All India	**4.71**

Source: IOCL on behalf of PSU OMCs

ANNEXURE-III

State/UT-wise, number of Basic Safety Check conducted and Hose Replaced – during the basic safety campaign

State/UT	No. of Basic Safety Conducted	No. of Hose Replaced
Andaman & Nicobar	29,398	7,991
Andhra Pradesh	59,35,826	24,97,543
Arunachal Pradesh	96,468	34,176
Assam	30,33,857	13,96,487
Bihar	77,71,366	32,71,822
Chandigarh	1,27,509	29,305
Chhattisgarh	25,21,193	8,91,364
Dadra Nagar-Haveli Daman & Diu	44,633	17,757
Delhi	24,11,768	10,31,587
Goa	1,86,900	66,606
Gujarat	40,80,003	13,20,140
Haryana	32,03,794	15,52,868
Himachal Pradesh	8,66,760	2,61,852
Jammu & Kashmir	11,30,694	5,03,034
Jharkhand	20,66,855	9,15,331
Karnataka	66,70,791	26,37,764
Kerala	34,81,757	7,84,229
Ladakh	22,021	9,566

Lakshwadeep	645	645
Madhya Pradesh	65,17,900	28,09,598
Maharashtra	1,08,33,300	37,86,834
Manipur	1,87,213	80,201
Meghalaya	1,53,812	1,24,944
Mizoram	1,45,142	57,865
Nagaland	1,29,759	59,538
Odisha	39,50,362	14,20,811
Pondicherry	1,35,850	58,706
Punjab	40,12,938	11,95,548
Rajasthan	70,12,067	31,39,662
Sikkim	55,248	19,231
Tamil Nadu	82,43,617	41,04,190
Telangana	48,65,641	21,13,208
Tripura	3,23,086	1,11,533
Uttar Pradesh	1,87,66,579	64,24,541
Uttarakhand	12,01,945	4,37,940
West Bengal	1,09,87,361	32,76,796

Source: IOCL on behalf of PSU OMCs

… (*Interruptions*)

11.01 hrs

At this stag, Shri A. Raja, Shri Lalji Verma, Shri Shafi Parambil and some other hon. Members came and stood on the floor near the Table.

माननीय अध्यक्ष : मैं बिद्युत बरन महतो जी के अलावा किसी को नहीं बोलने दूंगा। प्रश्न काल के अंदर प्रश्न काल ही चलेगा। क्या आप प्रश्न काल नहीं चलाना चाहते हैं? प्रश्न काल माननीय सदस्यों का सबसे महत्वपूर्ण समय होता है। प्रश्न काल जवाबदेही के लिए होता है।

… (व्यवधान)

माननीय अध्यक्ष : मैंने कल भी प्रयास किया, अब भी प्रयास कर रहा हूँ कि सदन हर मुद्दे पर चर्चा करने को तैयार है। आप प्रश्न काल के बाद आइए। जिस नियम के तहत भी आप चर्चा करना चाहते हैं, सभी दलों के साथ बैठ कर हम चर्चा करने के लिए सरकार से भी बात करेंगे। सरकार भी चर्चा करने को तैयार है। इसलिए आप चर्चा करें।

… (व्यवधान)

माननीय अध्यक्ष : प्रश्न काल में किसी का वक्तव्य नहीं होगा। क्या आप प्रश्न काल नहीं चलाना चाहते हैं? क्या आप सदन नहीं चलाना चाहते हैं? आप मुद्दों पर चर्चा नहीं करना चाहते है?

… (व्यवधान)

माननीय अध्यक्ष : मैं सत्ता पक्ष और प्रतिपक्ष के सभी माननीय सदस्यों से आग्रह करता हूँ कि वे प्रश्न काल के बाद आएं, चर्चा करें, नियमों के तहत मैं इस विषय पर चर्चा करने की अनुमति दूंगा।

… (व्यवधान)

———————

WRITTEN ANSWERS TO QUESTIONS

(i) Starred Question Nos. 62 to 80

IMPLEMENTATION OF JAL JEEVAN MISSION

***62. SHRI MALAIYARASAN D.:**

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the current status of implementation of the Jal Jeevan Mission (JJM) across the country including the number of rural households provided with Functional Household Tap Connections (FHTCs), State/UT-wise, particularly in Kallakurichi Lok Sabha Constituency of Tamil Nadu;

(b) the details of funds allocated, released and utilised under the said Mission during the last three financial years and the current financial year along with the reasons for underutilisation, if any, by certain States;

(c) whether the Government has conducted any independent third-party assessment of water quality, regular water supply and sustainability of the infrastructure created under the said Mission and if so, the key findings thereof;

(d) the steps taken to address issues relating to delayed implementation, source sustainability and uneven coverage in drought-prone and coastal regions; and

(e) whether the Government proposes to extend or redesign the Mission beyond 2028 with enhanced focus on water quality monitoring and community participation and if so, the details thereof?

THE MINISTER OF JAL SHAKTI (SHRI C. R. PATIL):

(a) To make provision of tap water supply to every rural household across the country, including those in Kallakurichi Lok Sabha Constituency of Tamil Nadu, Government of India, in partnership with States, has been implementing Jal Jeevan Mission (JJM), since August 2019.

At the time of announcement of Jal Jeevan Mission, 3.23 Crore (16.71%) rural households were reported to have tap water connections. So far, as reported by States/ UTs as on 18.07.2026, around 12.66 Crore additional rural households have been provided with tap water connections. Thus, as on 18.07.2026, out of 19.36 Crore rural households, in the country, around 15.89 Crore (82.09%) households are reported to have tap water

supply in their homes. State/ UT-wise details are given in the enclosed **Statement.**

Similarly, at the start of the Mission, around 0.02 lakh (0.69%) rural households were reported to have tap water connections in Kallakurichi district of Tamil Nadu. So far, as reported by the State, around 2.04 lakh rural households have been provided with tap water connections under JJM. Thus, as on 18.07.2026, out of 3.02 lakh rural households in the district, around 2.06 lakh (68.19%) households are reported to have tap water supply in their homes.

The State/ UT, district & village-wise status of tap water connection in rural households etc. as reported by States/ UTs is also in public domain and available on JJM dashboard at:

https://ejalshakti.gov.in/jjmreport/JJMIndia.aspx

(b) The estimated outlay of the mission (2019-24) was of Rs. 3.60 lakh Crore, out of which Central share was Rs. 2.08 lakh Crore. Almost entire Central share approved by the Cabinet was released to the eligible States till March 2025.

Subsequently, the Government approved the extension of Jal Jeevan Mission (JJM) period up to December 2028 with enhanced outlay and restructured implementation focusing on structural reforms in rural drinking water supply sector under JJM 2.0.

The total financial outlay of the Mission has now been enhanced from ₹ 3.60 lakh crore to ₹ 8.69 lakh crore with the central share increasing from ₹ 2.08 lakh crore to ₹ 3.59 lakh crore *i.e.* additional central outlay of Rs. 1.51 lakh Crore. The year-wise details of financial progress made so far under the Mission is as under:

(Amount in Rs. Crore)

Year	BE	RE	Actual Expenditure	Utilization reported (Centre + State)
2019-2020	10,000.66	10,000.66	10,000.44	10,074.28
2020-2021	11,500.00	11,000.00	10,999.94	20,449.96
2021-2022	50,011.00	45,011.00	40,125.64	43,551.85
2022-2023	60,000.00	55,000.00	54,839.79	92,339.73
2023-2024	70,000.00	70,000.00	69,992.37	1,55,979.20
2024-2025	70,162.90	22,694.00#	22,638.44	92,600.89
2025-26	67,000.00	17,000.00	1,606.21	42,802.82
2026-27 (As on 18.07.2026)	67,670.00	-	3,519.24	8,140.89

#total utilization restricted to approved central outlay of Rs. 2,08,652 Crore till approval of JJM 2.0 in March, 2026

(c) The Department has undertaken assessment of the functionality of household tap water connections provided under the Mission, through an independent third-party agency, selected based on standard statistical sampling. During the Functionality Assessment, 2024, it was found that 98.1% of households in surveyed villages had tap connections; 87% of households with tap connections reported receiving water in the past week, indicating

overall progress; 84% households receive water as per schedule; 80% households found receiving the minimum 55 LPCD water; 76% households found free from bacteriological contamination and 81% households of the supply source found free from chemical contamination and considering the parameters of quantity, quality and regularity, 76% of household tap connections were found to be functional.

(d) A number of steps have been taken to plan and implement JJM in the country, with speed, *inter alia*, including regular review of implementation, workshops/ conferences/ webinars for capacity building, training, knowledge sharing, field visits by multi-disciplinary team to provide technical support, etc. A detailed Operational Guideline for the implementation of JJM and JJM 2.0; Margdarshika for Gram Panchayats & VWSCs to provide safe drinking water in rural households and Guidelines on a special campaign to provide piped water supply in anganwadi centres, ashramshalas and schools have been shared with States/ UTs to facilitate effective planning and implementation of Jal Jeevan Mission. For online monitoring, JJM–Integrated Management Information System (IMIS) and JJM–Dashboard has been put in place. Provision has also been made for transparent online financial management through SNA SPARSH/ Public Financial Management System (PFMS).

To ensure universal coverage through tap water connection, the Department has evolved a comprehensive multi-level and multi-format system of monitoring and evaluation of the implementation of programme, linking AADHAR of the head of household for targeted delivery and monitoring of

specific outcomes, subject to statutory provisions, including geo-tagging of assets created, third-party inspections before making payments, measurement and monitoring of water supply in villages through sensor-based IoT solution on pilot basis, etc.

In addition, to expedite the implementation and strengthening the existing monitoring mechanisms under JJM aiming at improving efficiency and effectiveness, steps like Village/ District Dashboards for stakeholders and linking Village Level Dashboards to eGramswaraj portal, District Collectors' Peyjal Samvad, Institutionalization of Role of National WASH Experts (NWEs) through IMIS module, Role of Third Party Inspection Agencies (TPIAs), strengthened collaboration with line Ministries, Decision Support System (DSS) for strengthening Source Sustainability, Handbook on Community Managed Piped Water Systems, Unique ID for integrated Piped Water System, etc. have recently been taken up under JJM.

(e) As stated above, Government has approved the extension of Jal Jeevan Mission (JJM) period up to December 2028 with enhanced outlay and restructured implementation focusing on structural reforms in rural drinking water supply sector under JJM 2.0 *inter alia* aiming at Water Quality Monitoring and Community participation.

STATEMENT

State/ UT-wise details of progress made under JJM (as on 18.07.2026)

(Number in lakhs)

S. No.	State/ UT	Total rural HHs	Rural HHs with tap water connection as on 15/08/2019		Rural HHs provided with tap water supply since Aug, 2019		Rural HHs with tap water supply as on date	
			No.	In%	No.	In%	No.	In%
1.	A & N Islands	0.62	0.29	46.02	0.33	53.98	0.62	100.00
2.	Arunachal Pradesh	2.29	0.23	9.97	2.06	90.03	2.29	100.00
3.	D&NH and D&D	0.85	-	-	0.85	100.00	0.85	100.00
4.	Goa	2.64	1.99	75.44	0.65	24.56	2.64	100.00
5.	Haryana	30.41	17.66	58.08	12.75	41.92	30.41	100.00
6.	Himachal Pradesh	17.09	7.63	44.64	9.46	55.36	17.09	100.00
7.	Mizoram	1.33	0.09	6.91	1.24	93.09	1.33	100.00
8.	Puducherry	1.15	0.94	81.33	0.21	18.67	1.15	100.00
9.	Punjab	34.27	16.79	48.98	17.48	51.02	34.27	100.00
10.	Telangana	53.98	15.68	29.05	38.30	70.95	53.98	100.00
11.	Gujarat	91.19	65.16	71.46	26.02	28.54	91.18	99.99
12.	Ladakh	0.41	0.01	3.49	0.38	94.71	0.40	98.19
13.	Uttarakhand	14.48	1.30	9.00	12.90	89.06	14.20	98.06
14.	Bihar	167.55	3.16	1.89	157.20	93.82	160.36	95.71

15.	Nagaland	3.64	0.14	3.82	3.34	91.88	3.48	95.69
16.	Sikkim	1.33	0.70	52.97	0.52	39.12	1.22	92.09
17.	Uttar Pradesh	267.20	5.16	1.93	239.99	89.82	245.15	91.75
18.	Lakshadweep	0.13	-	-	0.12	91.45	0.12	91.45
19.	Maharashtra	146.77	48.44	33.00	84.48	57.56	132.92	90.56
20.	Tamil Nadu	125.26	21.76	17.37	90.88	72.56	112.64	89.93
21.	Karnataka	101.24	24.51	24.21	64.96	64.16	89.47	88.37
22.	Tripura	7.51	0.25	3.26	6.24	83.16	6.49	86.42
23.	Meghalaya	6.51	0.05	0.70	5.43	83.36	5.47	84.06
24.	Chhattisgarh	49.95	3.20	6.40	38.56	77.20	41.76	83.60
25.	Assam	72.24	1.11	1.54	57.99	80.27	59.11	81.82
26.	Jammu & Kashmir	19.25	5.75	29.90	9.89	51.37	15.64	81.26
27.	Manipur	4.52	0.26	5.74	3.34	73.89	3.60	79.63
28.	Odisha	88.63	3.11	3.51	65.56	73.97	68.66	77.47
29.	Andhra Pradesh	95.53	30.74	32.18	41.37	43.30	72.11	75.48
30.	Madhya Pradesh	111.13	13.53	12.18	69.74	62.75	83.27	74.93
31.	Rajasthan	107.66	11.74	10.91	51.89	48.20	63.63	59.10
32.	West Bengal	175.51	2.15	1.22	97.61	55.62	99.76	56.84
33.	Jharkhand	62.52	3.45	5.52	31.21	49.92	34.66	55.44
34.	Kerala	70.76	16.64	23.52	22.38	31.63	39.02	55.14
	Total	**19,35.54**	**3,23.63**	**16.72**	**12,65.33**	**65.37**	**15,88.96**	**82.09**

Delhi & Chandigarh have no rural population. HHs: Households Source: JJM – IMIS

NATIONAL HIGH-SPEED CORRIDORS AND EXPRESSWAY PROJECTS

***63. DR. HEMANT VISHNU SAVARA**:

SHRI DHARAMBIR SINGH:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Ministry has reviewed the progress of construction of National High-Speed Corridors and Greenfield Expressways during 2026 and if so, the outcome thereof;

(b) the status of ongoing and completed National High-Speed Corridor and Expressway projects, including the length awarded, under-construction and completed so far, State-wise;

(c) whether any measures have been taken to expedite completion of delayed highway, infrastructure and expressway projects through revised implementation mechanisms or contractual reforms and if so, the details thereof, State-wise;

(d) whether the Government proposes to connect upcoming Vadhavan Port in Palghar district in Maharashtra with National High-Speed Corridors and Greenfield Expressways, if so, the details of the ongoing projects and upcoming projects; and

(e) the number of National Highways for which the construction work has not commenced even after approval, State-wise?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Government has established a framework for regular review of the progress of all on-going National Highway works including National High-Speed Corridors and Greenfield Expressways. This involves review at project, State and Central level in the Government involving all stakeholders including the State Government. This also involves technological intervention to identify issues/hindrance/delay at project level including under PMG (Project monitoring group) portal.

(b) A total of 10,389 km of National High-Speed Corridors has been awarded across the country, of which 4,809 km have been completed and 5,580 km is under implementation. The State-wise status of awarded length, under construction, completed and operational National High-Speed Corridor and Expressway Projects is given in the enclosed **Statement-I**.

(c) To expedite project execution, the Government has undertaken various initiatives. These include streamlining and expediting land acquisition using “Bhoomirashi” portal and GIS-based Land Acquisition Plan, revamping “Parivesh” Portal through Ministry of Environment, Forest and Climate Change, to facilitate faster forest and environmental clearances, enabling online approval of General Arrangement of Drawings (GAD) of Road Over Bridge/Road Under Bridge (ROB/RUB) from the Railways, and leveraging the mechanism of review and resolution of bottlenecks/hindrances in ongoing

projects, in active collaboration with the State Governments and other stakeholders.

(d) Yes. The Government has sanctioned 4-lane access-controlled highways having a length of 32 km to connect to Vadhavan port with Vadodara – Mumbai Expressway as well as NH-48 (Ahmedabad-Mumbai section) at a cost of Rs.4362.39 crore on EPC mode. The work has been awarded.

(e) A total length of 1022 km of National High-Speed Corridors have been approved. The State-wise details are given in the enclosed **Statement-II**.

STATEMENT-I

State-wise details of Ongoing and Completed National High-Speed Corridor and Expressway projects

State / UT	Completed Length (km)	Under Construction (Km)	Total Awarded (Km)
Andhra Pradesh	308	585	893
Assam	0	121	121
Bihar	0	589	589
Chhattisgarh	170	303	472
Daman and Diu and Dadra and Nagar Haveli	0	6	6
Delhi	100	0	100
Gujarat	605	160	764
Haryana	615	223	839
Himachal Pradesh	0	75	75
Jammu And Kashmir	0	137	137
Jharkhand	0	235	235
Karnataka	314	265	579

Madhya Pradesh	372	267	639
Maharashtra	103	130	233
Odisha	240	147	387
Puducherry	0	1	1
Punjab	149	774	923
Rajasthan	1,192	148	1,340
Tamil Nadu	161	200	361
Telangana	56	445	501
Uttar Pradesh	388	496	884
Uttarakhand	34	33	67
West Bengal	0	242	242
Grand Total	**4,809**	**5,580**	**10,389**

STATEMENT-II

State-wise details of Approved National High-Speed Corridor and Expressway projects that are yet to be awarded

S. No.	Corridor name	State	Length to be awarded (in km)
1	Kanpur – Kabrai	Uttar Pradesh	118
2	Nashik – Ahmednagar – Solapur – Akkalkot	Maharashtra	374
3	Nashik Phata - Khed	Maharashtra	30
4	Pagote - Chowk	Maharashtra	29
5	Tharad-Deesa-Mehsana-Ahmedabad	Gujarat	214
6	Ganga Elevated Corridor	Uttar Pradesh	46
7	Varuna Elevated Corridor	Uttar Pradesh	43
8	Shillong Silchar Corridor	Assam, Meghalaya	168
Total			**1,022**

राजस्थान में जल जीवन मिशन के अंतर्गत प्रदान किए गए कार्यशील घरेलू नल कनेक्शन

***64. श्री भजन लाल जाटवः**

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) राजस्थान के करौली और धौलपुर जिलों में जल जीवन मिशन के अंतर्गत प्रदान किए गए कार्यशील घरेलू नल कनेक्शनों (एफएचटीसी) की वर्तमान स्थिति क्या है;

(ख) पेयजल और जल आपूर्ति की गुणवत्ता की नियमित निगरानी किस प्रकार सुनिश्चित की जाती है;

(ग) ग्रीष्म ऋतु के दौरान पेयजल संकट का सामना कर रहे क्षेत्रों में जल आपूर्ति उपलब्ध कराने के लिए क्या विशेष उपाय किए गए हैं; और

(घ) लंबित परियोजनाओं को पूरा करने के लिए सरकार द्वारा क्या समय-सीमा निर्धारित की गई है?

जल शक्ति मंत्री (श्री सी. आर. पाटिल):

(क) राजस्थान के करौली और धौलपुर जिलों के ग्रामीण परिवारों सहित देश भर में प्रत्येक ग्रामीण परिवार हेतु नल जल आपूर्ति का प्रावधान करने के लिए, भारत सरकार अगस्त 2019 से राज्यों की भागीदारी से जल जीवन मिशन (जेजेएम) का कार्यान्वयन कर रही है।

मिशन की शुरुआत में, राजस्थान के करौली जिले में लगभग 0.15 लाख (6.41%) ग्रामीण परिवारों के पास नल जल के कनेक्शन होने की सूचना थी। अब तक, राज्य द्वारा सूचित किए गए अनुसार, लगभग 1.43 लाख ग्रामीण परिवारों को जेजेएम के तहत नल जल के कनेक्शन प्रदान किए गए हैं। इस प्रकार, 18.07.2026 तक, जिले के 2.32 लाख ग्रामीण परिवारों में से लगभग 1.58 लाख (68.22%) परिवारों के पास उनके घरों में नल जल आपूर्ति होने की सूचना है।

इसी तरह, मिशन की शुरुआत में, राजस्थान के धौलपुर जिले में लगभग 0.06 लाख (3.3%) ग्रामीण परिवारों के पास नल जल के कनेक्शन होने की सूचना थी। अब तक, राज्य द्वारा

सूचित किए गए अनुसार, लगभग 0.89 लाख ग्रामीण परिवारों को जेजेएम के तहत नल जल के कनेक्शन प्रदान किए गए हैं। इस प्रकार, 18.07.2026 तक, जिले के 1.82 लाख ग्रामीण परिवारों में से लगभग 0.95 लाख (52%) परिवारों के पास उनके घरों में नल जल की आपूर्ति होने की सूचना है।

राज्यों/संघ राज्य क्षेत्रों द्वारा सूचित किए गए अनुसार, ग्रामीण परिवारों आदि हेतु नल जल कनेक्शन की राज्य/संघ राज्य क्षेत्र, जिला और गांव-वार स्थिति भी पब्लिक डोमेन में उपलब्ध है और जेजेएम डैशबोर्ड के निम्न लिंक पर देखी जा सकती है:

https://ejalshakti.gov.in/jjmreport/JJMIndia.aspx .

(ख) और (ग) पेयजल राज्य का विषय होने के कारण जल जीवन मिशन के अंतर्गत पेयजल आपूर्ति स्कीमों की आयोजना, अनुमोदन, कार्यान्वयन, संचालन और रखरखाव की जिम्मेदारी राज्य/संघ राज्य क्षेत्र सरकारों की है। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्य/संघ राज्य क्षेत्र सरकार के प्रयासों में मदद करती है।

जेजेएम के तहत, मौजूदा दिशानिर्देशों के अनुसार, भारतीय मानक ब्यूरो के बीआईएस: 10500 मानकों को पाइपगत जलापूर्ति योजनाओं के माध्यम से आपूर्ति किए जा रहे जल की गुणवत्ता के लिए बेंचमार्क के रूप में अपनाया जाता है। इसके अलावा, जेजेएम ग्रामीण परिवारों के कवरेज के लिए एक सार्वभौमिक दृष्टिकोण का अनुपालन करता है और सूखा-प्रवण तथा पानी की कमी वाले क्षेत्रों/अपर्याप्त वर्षा या अभरोसेमंद भूजल स्रोतों वाले क्षेत्रों में नल जल आपूर्ति सुनिश्चित करने के लिए लंबी दूरी से और क्षेत्रीय जल आपूर्ति योजनाओं से थोक जल अंतरण की आयोजना और कार्यान्वयन के लिए प्रावधान किए गए हैं। इसके अलावा, वीबी-जी राम जी, एकीकृत वाटरशेड प्रबंधन कार्यक्रम (आईडब्ल्यूएमपी), आरएलबी/पीआरआई को वित्त आयोग से सशर्त अनुदान, राज्य योजनाओं, सीएसआर निधियों आदि जैसी अन्य योजनाओं के सामंजस्य में स्रोत पुनर्भरण अर्थात् समर्पित बोरवेल पुनर्भरण संरचनाएं, वर्षा जल पुनर्भरण, मौजूदा जल निकायों का

कायाकल्प, आदि के लिए प्रावधान किए गए हैं। इन प्रयासों में जल शक्ति अभियान: कैच द रेन, जल संचय जनभागीदारी, राष्ट्रीय जलभृत मानचित्रण कार्यक्रम और अटल भूजल योजना सहित राष्ट्रीय पहलों द्वारा सहायता की जाती है।

कार्यसंबंधी दिशानिर्देशों के अनुसार, राज्य/संघ राज्य क्षेत्र जल गुणवत्ता निगरानी और पर्यवेक्षण (डब्ल्यूक्यूएम एंड एस) गतिविधियों के लिए जेजेएम के तहत परियोजना निधि का 2% तक उपयोग कर सकते हैं, जिसमें अन्य बातों के साथ-साथ जल गुणवत्ता परीक्षण प्रयोगशालाओं की स्थापना और सुदृढ़ीकरण, उपकरणों, उपस्करों, रसायनों, कांच के बने सामान, उपभोग्य सामग्रियों की खरीद, कुशल जनशक्ति को काम पर रखना, फील्ड टेस्ट किट (एफटीके) का उपयोग करके समुदाय द्वारा निगरानी, जागरूकता का प्रसार, जल गुणवत्ता के संबंध में शैक्षिक कार्यक्रम आयोजित करना, प्रयोगशालाओं का प्रत्यायन/मान्यता आदि शामिल है।

विभिन्न हितधारकों के परामर्श से 'ग्रामीण परिवारों हेतु पाइपगत पेयजल आपूर्ति की जलगुणवत्ता की निगरानी के लिए संक्षिप्त पुस्तिका' राज्यों/संघ राज्य क्षेत्रों के मार्गदर्शन हेतु दिसंबर 2024 में जारी की गई है। इस पुस्तिका में विभिन्न परीक्षण बिंदुओं जैसे स्रोत, शोधन संयंत्र, भंडारण और संवितरण स्थलों पर पेयजल के नमूनों का व्यापक परीक्षण करने तथा जहां भी आवश्यक हो, उपचारात्मक कार्रवाई करने की सिफारिश की गई है, ताकि यह सुनिश्चित किया जा सके कि परिवारों को आपूर्ति किया गया जल निर्धारित गुणवत्ता का है।

(घ) सरकार ने जल जीवन मिशन (जेजेएम) की अवधि को संवर्धित परिव्यय के साथ दिसंबर 2028 तक बढ़ाने तथा जेजेएम 2.0 के तहत ग्रामीण पेयजल आपूर्ति क्षेत्र में संरचित सुधारों पर ध्यान केंद्रित करते हुए पुनर्गठित कार्यान्वयन को मंजूरी प्रदान कर दी है।

भागलपुर विमानपत्तन का विकास

***65. श्री अजय कुमार मंडल:**

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि:

(क) भागलपुर विमानपत्तन पर हवाई पट्टी के विस्तार तथा एटीआर-72 विमान का उपयोग करते हुए वाणिज्यिक उड़ानों के संचालन के लिए रनवे के तकनीकी सर्वेक्षण की वर्तमान स्थिति क्या है;

(ख) क्या केन्द्र सरकार ने भागलपुर विमानपत्तन के लिए अतिरिक्त भूमि के अर्जन और वित्तीय आवंटन के प्रावधान के संबंध में बिहार राज्य सरकार के साथ कोई औपचारिक पत्राचार किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार का विचार दिल्ली, कोलकाता और पटना जैसे प्रमुख शहरों के लिए सीधी उड़ान सेवाएं शुरू करने के लिए भागलपुर विमानपत्तन को क्षेत्रीय संपर्क योजना (आरसीएस) उड़ान के अंतर्गत शामिल करने का है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और उक्त परियोजना को पूरा करने के लिए सरकार द्वारा क्या समय-सीमा निर्धारित की गई है?

नागर विमानन मंत्री (श्री किंजरापु राममोहन नायडू):

(क) और (ख) बिहार राज्य सरकार के अनुरोध पर, अप्रैल 2026 में भारतीय विमानपत्तन प्राधिकरण की एक बहु-विषयक टीम द्वारा मौजूदा भागलपुर हवाईपट्टी के विकास के लिए एक व्यवहार्यता अध्ययन किया गया था। इस अध्ययन की रिपोर्ट राज्य सरकार को सौंप दी गई है।

(ग) और (घ) सरकार ने हाल ही में देश भर में क्षेत्रीय हवाई संपर्क बढ़ाने के लिए उड़ान योजना के अगले चरण की शुरुआत की है, इस योजना में अगले 10 वर्षों में 120 नए असेवित और अल्पसेवित गंतव्यों को जोड़ने और 4 करोड़ यात्रियों के लिए यात्रा की सुविधा प्रदान करने की परिकल्पना की गई है। यह योजना एक चैलेंज मोड फ्रेमवर्क प्रदान करती है जिसके तहत राज्य सरकारें विकास के लिए हवाई पट्टियों को निर्दिष्ट कर सकती हैं। प्रस्तावों का मूल्यांकन भूमि की उपलब्धता, अवसंरचना तैयारी, तकनीकी और परिचालन व्यवहार्यता, यातायात क्षमता, वैधानिक मंजूरियों और राज्य सरकार के समर्थन के आधार पर किया जाता है।

उड़ान संचालनों की निगरानी

***66 श्री चन्द्र प्रकाश जोशी:**

श्री रविन्द्र वसंतराव चव्हाण:

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि:

(क) नागर विमानन महानिदेशालय (डीजीसीए) द्वारा वर्ष 2026 के दौरान उड़ान संचालनों की निगरानी और आवेक्षण को सुदृढ़ करने के लिए की गई प्रमुख पहलों का ब्यौरा क्या है;

(ख) क्या उड़ान संचालनों की वास्तविक समय पर निगरानी करने और घटनाओं की सूचना देने के लिए कोई डिजिटल प्रणाली शुरू की गई है या उसका उन्नयन किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) विमान कंपनियों और विमानपत्तनों द्वारा अंतर्राष्ट्रीय विमानन सुरक्षा मानकों का अनुपालन सुनिश्चित किए जाने के लिए क्या उपाय किए गए हैं; और

(घ) क्या सुरक्षा संबंधी कमियों के संबंध में कोई आकलन किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस संबंध में क्या सुधारात्मक उपाय किए गए हैं?

नागर विमानन मंत्री (श्री किंजरापु राममोहन नायडू):

(क) नागर विमानन महानिदेशालय (डीजीसीए) के पास सभी विमानों और हवाईअड्डा प्रचालकों को शामिल करते हुए नियमों और नागर विमानन अपेक्षाओं (सीएआर) के अनुपालन की निगरानी के लिए एक व्यवस्थित सुरक्षा निरीक्षण तंत्र है। सुरक्षा निरीक्षण प्रक्रिया में नियामक संपरीक्षाएं, रात्रिनिगरानी, रैंप निरीक्षण, स्पॉट चेक्स और विशेष संपरीक्षाएं शामिल हैं। नागर विमानन महानिदेशालय अपनी वेबसाइट पर वार्षिक निगरानी योजना (एएसपी) प्रकाशित करता है।संपरीक्षाओं, निगरानी और स्पॉट चैक्स के निष्कर्षों के अनुपालन हेतु संबंधित प्रचालक के साथ अनुवर्ती कार्रवाई की जाती है।

इसके अलावा, प्रचालक द्वारा की गई कार्रवाई के अनुपालन को अगली संपरीक्षा/निगरानी के दौरान सत्यापित किया जाता है। संपरीक्षा/निगरानी के दौरान पाए गए नियमों के किसी भी उल्लंघन या अननुपालन के मामले में, नागर विमानन महानिदेशालय द्वारा वित्तीय जुर्माना लगाने सहित प्रवर्तन कार्रवाई की जाती है। इसके अलावा, 19 जून 2025 के सामान्य सुरक्षा परिपत्र 01/2025 के संदर्भ में विभिन्न स्पॉट चैक्स किए गए हैं, जिसमें पूरे भारतीय विमानन पारिस्थितिकी तंत्र की "व्यापक विशेष संपरीक्षा" शुरू की गई है। इन संपरीक्षाओं में (i) बहु-विषयक और जोखिम-आधारित (ii) सुरक्षा प्रबंधन प्रणालियों, अनुपालन और परिचालन पहलुओं का मूल्यांकन और (iii) निष्कर्ष-आधारित सुधारात्मक कार्रवाई और निगरानी तंत्र, शामिल हैं।

नागर विमानन महानिदेशालय ने अग्रिम तैयारी और विशेष संचालन नियमों के समय पर अनुपालन के संबंध में 11 दिसंबर 2025 को सामान्य सुरक्षा परिपत्र 02/2025 भी जारी किया है।

(ख) नागर विमानन महानिदेशालय, नियम 29ङ और नागर विमानन अपेक्षाएं, खण्ड-5, श्रृंखला-ग, भाग-I के तहत घटना की रिपोर्टिंग को अनिवार्य करता है। नागर विमानन महानिदेशालय वर्तमान में ईजीसीए पोर्टल पर घटना की रिपोर्टिंग के लिए एक डिजिटल प्लेटफॉर्म शुरू करने की प्रक्रिया में है ताकि घटना की अनिवार्य रिपोर्ट को इलेक्ट्रॉनिक रूप से प्रस्तुत और प्रोसेस किया जा सके, जिससे घटना की रिपोर्टिंग की समयबद्धता और दक्षता में सुधार हो सके।

(ग) अंतरराष्ट्रीय विमानन सुरक्षा मानकों का अनुपालन सुनिश्चित करने के लिए अनुसूचित एयरलाइनों और हवाईअड्डों पर किए गए उपायों का ब्यौरा संलग्न **विवरण** में दिया गया है।

(घ) जब भी कोई संशोधन लागू होता है तो नागर विमानन महानिदेशालय लागू समय-सीमा के भीतर वैश्विक सर्वोत्तम कार्य-पद्धतियों के अनुरूप लगातार कार्रवाई करता है। नागर विमानन महानिदेशालय के विभिन्न निदेशालयों के लिए वार्षिक निगरानी कार्यक्रम (एएसपी-2026), सुरक्षा निरीक्षण कार्यक्रम के अनुसार तैयार किया गया है। वार्षिक निगरानी कार्यक्रम-2026 की परिकल्पना वर्ष 2026 के दौरान नागर विमानन महानिदेशालय के सुरक्षा निरीक्षण दायित्वों को पूरा करने के लिए की गई है। संपरीक्षाओं और निरीक्षणों के दौरान देखी गई कमियों को सुधारात्मक

कार्रवाई के लिए संबंधित प्रचालकों को सूचित किया जाता है। प्रचालक द्वारा की गई अनुपालनात्मक कार्रवाई को अगली संपरीक्षा/निगरानी के दौरान सत्यापित किया जाता है।

विवरण

अंतरराष्ट्रीय विमानन सुरक्षा मानकों के अनुपालन को सुनिश्चित करने के लिए किए गए उपाय निम्नानुसार हैं:

क.हवाईअड्डों पर किए गए उपाय:

i. डीजीसीए ने आईसीएओ एनेक्स-14 में निहित मानक और अनुशंसित कार्य-पद्धितियों (एसएआरपी) के अनुरूप नागर विमानन अपेक्षाएं, खण्ड-4, श्रृंखला-बी, भाग-I और नागर विमानन अपेक्षाएं, खण्ड-4, श्रृंखला-च, भाग-I के लागू प्रावधानों के अनुपालन का सत्यापन करने के बाद एयरोड्रोम लाइसेंस जारी किए हैं।

ii. एयरोड्रोम ऑपरेटर एयरोड्रोम लाइसेंस की वैधता के दौरान हवाईअड्डों को उपयुक्त स्थिति में बनाए रखने के लिए जिम्मेदार हैं।

iii. नागर विमानन महानिदेशालय नियामक आवश्यकताओं के निरंतर अनुपालन को सुनिश्चित करने के लिए वार्षिक निगरानी निरीक्षण करता है।

iv. एयरोड्रोम ऑपरेटरों को एक सुरक्षा प्रबंधन प्रणाली (एसएमएस) को लागू करना और आवश्यक सुरक्षा अवसंरचना और सेवाओं को बनाए रखना अपेक्षित है, जिसमें बचाव और अग्निशमन (एआरएफएफ), आपातकालीन प्रतिक्रिया, वन्यजीव प्रबंधन, बाधा सीमा सतहें आदि शामिल हैं।

v. निरीक्षण के दौरान निकाले गए निष्कर्षों की समय पर सुधारात्मक कार्रवाई के लिए निगरानी की जाती है, और उल्लंघनों के मामले में डीजीसीए द्वारा उचित प्रवर्तन कार्रवाई की जाती है।

ख. अनुसूचित एयरलाइनों द्वारा उठाए गए कदम:

i. खतरे की पहचान, जोखिम मूल्यांकन और सुरक्षा प्रदर्शन निगरानी के लिए एक सुरक्षा प्रबंधन प्रणाली (एसएमएस) का कार्यान्वयन।

ii. आवधिक आंतरिक और बाहरी सुरक्षा संपरीक्षा का संचालन, जिसमें आईएटीए परिचालन सुरक्षा संपरीक्षा (आईओएसए - जहां लागू हो) और डीजीसीए निगरानी का अनुपालन शामिल है।

iii. अनुमोदित रखरखाव कार्यक्रमों और निरंतर उड़नयोग्यता आवश्यकताओं के अनुसार विमान का रखरखाव।

iv. फ्लाइट क्रू, केबिन क्रू, रखरखाव कर्मियों और अन्य परिचालन कर्मचारियों के लिए नियमित प्रारंभिक और आवर्ती प्रशिक्षण।

v. सुरक्षा रिपोर्टिंग को बढ़ावा देना, घटनाओं की जांच करना और सुधारात्मक कार्यों का कार्यान्वयन।

vi. आपातकालीन प्रतिक्रिया योजनाओं (ईआरपी) का रखरखाव और सुरक्षा प्रदर्शन की निरंतर निगरानी और सुधार।

FOUR-LANING OF NATIONAL HIGHWAY-75

***67. CAPTAIN BRIJESH CHOWTA**:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) the package-wise physical and financial progress, as recorded in the latest National Highways Authority of India (NHAI) project progress reports, of the four-laning of National Highway-75 (NH-75) from Addahole/ Periyashanthi to Bantwal;

(b) the operational status of the Nellyadi and Kalladka structures, underpasses, service roads, drainage, slope-protection works and trafficable carriageways;

(c) the details of works that have been suspended, restricted or rescheduled during the active monsoon along with the arrangements made for drainage, work-zone safety, diversions, slope surveillance, emergency response and uninterrupted traffic; and

(d) the details of package-wise post-monsoon work programme and revised dates for restarting and completion of work?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) The project four Laning from Addahole (Km 255.140) to Bantwal (Km 318.755) has been divided into 2 Packages. The physical progress of Package – I from Addahole to Periya Shanthi (15.13 km) is 98% and the physical progress of Package – II from Periya Shanthi to Bantwal (48.48 km) is 94.21%.

(b) (i) Operational status of the structures, underpasses and service road in Nellyadi is as under:

Details	Total Nos.	Completion Status
Structure	SVUP – 01 Flyover – 01 VUP – 01	Completed (LHS is open and RHS is Temporary Closed)
Service Road	2.54 km. (Km 273.66 to Km 274.93 (BHS))	Completed and open for Traffic

(ii) Operational status of the structures, underpasses and service road in Kalladka is as under:

Details	Total Nos.	Completion Status
Structure	Flyover – 01	Completed and open for Traffic
Service Road	5.99 km. (Km 311.22 to Km 314.53 (LHS) & Km 311.22 to Km 313.90 (RHS))	Completed and open for Traffic

(c) Work in about 1.3 Km has been affected and rescheduled due to various reason such as stay on construction of Elephant Underpass, demand for additional compensation, additional work etc. However, to facilitate proper traffic diversion and ensure uninterrupted traffic movement during the active monsoon season, the existing roads at both affected locations has been improved by providing bituminous resurfacing along with the installation of appropriate safety signage.

(d) Package I: Revised date for full completion including completion of balance works is 30.03.2027.

Package II: Revised date for full completion including completion of balance works is 30.04.2027.

लालपुर हवाई पट्टी का विकास

***68. श्रीमती हिमाद्री सिंहः**

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार का मध्य प्रदेश के शहडोल जिले में स्थित लालपुर हवाई पट्टी को एक पूर्ण विमानपत्तन के रूप में विकसित करने का कोई प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या उक्त हवाई पट्टी के उन्नयन के लिए कोई तकनीकी सर्वेक्षण या व्यवहार्यता अध्ययन किया गया है और यदि हां, तो तत्संबंधी ब्यौरा और परिणाम क्या हैं;

(ग) क्या उक्त हवाई पट्टी को क्षेत्रीय संपर्क योजना (आरसीएस)-उड़ान के अंतर्गत शामिल कर लिया गया है और यदि हां, तो इसकी वर्तमान स्थिति क्या है;

(घ) क्या इस संबंध में कोई निविदा जारी की गई है अथवा कार्ययोजना तैयार की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) उक्त परियोजना के कार्यान्वयन के लिए सरकार द्वारा क्या समय-सीमा निर्धारित की गई है और निर्माण कार्य कब तक शुरू होने की संभावना है?

नागर विमानन मंत्री (श्री किंजरापु राममोहन नायडू):

(क) से (ङ): मध्य प्रदेश में शहडोल हवाईपट्टी को क्षेत्रीय संपर्क योजना - उड़े देश का आम नागरिक (आरसीएस-'उड़ान') के तहत पहचान की गई असेवित हवाईअड्डों की संभावित सूची में शामिल किया गया है। भारतीय विमानपत्तन प्राधिकरण द्वारा हवाईपट्टी के उन्नयन के लिए अभी तक कोई तकनीकी सर्वेक्षण या व्यवहार्यता अध्ययन नहीं किया गया है।

अगले 10 वर्षों में 120 नए गंतव्यों और 4 करोड़ यात्रियों को लक्षित करते हुए देशभर के टियर 2 एवं टियर 3 शहरों और दूरस्थ क्षेत्रों में क्षेत्रीय हवाई संपर्क को बढ़ावा देने के लिए 'उड़ान' योजना का अगला चरण दिनांक 04.07.2026 को शुरू किया गया था। यह योजना चैलेंज मोड फ्रेमवर्क उपलब्ध कराती है जिसके तहत राज्य सरकारें विकास के लिए हवाईपट्टियों को निर्दिष्ट कर सकती हैं। भूमि की उपलब्धता, अवसंरचना की तैयारी, तकनीकी एवं परिचालन व्यवहार्यता, यातायात क्षमता, वैधानिक मंजूरियों और राज्य सरकार की सहायता के आधार पर प्रस्तावों का मूल्यांकन किया जाता है।

दक्षिण दिल्ली में भीड़भाड़ कम करने के लिए परियोजनाएं

***69. श्री रामवीर सिंह बिधूड़ी:**

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) आश्रम चौक से बदरपुर सीमा तक मथुरा रोड तथा महरौली-गुरुग्राम रोड को सिग्नल मुक्त बनाने, आईएनए से महिपालपुर तक एलिवेटेड रोड के निर्माण और वसंत कुंज-नेल्सन मंडेला रोड से शिव मूर्ति तक सुरंग के निर्माण सहित दक्षिण दिल्ली में भीड़-भाड़ कम करने के लिए विभिन्न परियोजनाओं पर कुल कितना व्यय होने की संभावना है;

(ख) उक्त परियोजनाओं पर कार्य कब तक शुरू होने की संभावना है;

(ग) क्या कालिंदी कुंज चौराहे पर यातायात की भीड़ को कम करने के लिए कोई कार्ययोजना बनाई गई है; और

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

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (घ) सरकार के सड़क परिवहन और राजमार्ग मंत्रालय ने दिल्ली राष्ट्रीय राजधानी क्षेत्र में यातायात की भीड़-भाड़ को कम करने के लिए 1,04,145 करोड़ रुपये की लागत से 2,105 किलोमीटर की कुल लंबाई वाली परियोजनाओं को शुरू किया है, जिसमें दक्षिण दिल्ली में यातायात की भीड़-भाड़ को कम करने के लिए परियोजनाएं भी शामिल हैं, अर्थात, (i) 4,583 करोड़ रुपये की लागत से डीएनडी (दिल्ली-नोएडा-डायरेक्ट फ्लाईवे)-फरीदाबाद-सोन्हा से 6-लेन का ग्रीनफील्ड कॉरिडोर और (ii) 6,969.67 करोड़ रुपये की लागत से द्वारका एक्सप्रेसवे (एनएच-248बीबी) और एनएच 48 को नेल्सन मंडेला मार्ग, वसंत कुंज से जोड़ने के लिए शिव मूर्ति में 6-लेन सड़क सुरंग का निर्माण।

उपरोक्त के अतिरिक्त, दक्षिण दिल्ली में भीड़भाड़ कम करने के लिए, सरकार ने निम्नलिखित कॉरिडोर के उन्नयन/विकास के लिए निम्नलिखित प्रस्तावों पर कार्य शुरू किया है:

(i) आश्रम चौक से बदरपुर बॉर्डर तक;

(ii) महरौली-गुड़गांव रोड;

(iii) आईएनए से महिपालपुर; और

(iv) कालिंदी कुंज जंक्शन से ओखला बैराज तक एक इंटरचेंज का निर्माण कार्य।

इन परियोजनाओं की लागत और उनके निष्पादन की समय-सीमा विस्तृत परियोजना रिपोर्ट (डीपीआर) के अंतर्गत किए गए व्यवहार्यता अध्ययन के परिणाम के आधार पर निर्धारित की जाती है, जिसके पश्चात सक्षम प्राधिकारी द्वारा परियोजना की मंजूरी दी जाती है।

राष्ट्रीय राजमार्गों का विकास और रखरखाव एक सतत प्रक्रिया है। प्रस्तावों की तकनीकी-आर्थिक व्यवहार्यता, यातायात सघनता और पीएम गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल के आधार पर नई परियोजनाएं शुरू की जाती हैं।

INCLUSION OF NARAYANPUR MUNICIPAL BOARD, SONITPUR, ASSAM UNDER PMAY-U 2.0

***70. SHRI RANJIT DUTTA**:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Union Government has received any proposal/request from the State Government of Assam for inclusion of Narayanpur Municipal Board in Sonitpur district under the Priority-II list of the Pradhan Mantri Awas Yojana-Urban (PMAY-U) 2.0 and if so, the details and the present status thereof;

(b) whether the Government is aware of the housing needs of the Economically Weaker Sections (EWS) and Low Income Group (LIG) families residing in the area of Narayanpur Municipal Board and if so, the details thereof;

(c) whether the Government proposes to include Narayanpur Municipal Board under the Priority-II list of the PMAY-U 2.0 and sanction houses for eligible beneficiaries therein; and

(d) if so, the details thereof along with the timeline fixed for such inclusion and sanction of houses and if not, the reasons therefor?

THE MINISTER OF HOUSING AND URBAN AFFAIRS; AND MINISTER OF POWER (SHRI MANOHAR LAL):

(a) to (d) Ministry of Housing and Urban Affairs (MoHUA) has been implementing Pradhan Mantri Awas Yojana - Urban (PMAY-U) since 25.06.2015 to provide all weather pucca houses with basic civic amenities to eligible urban beneficiaries across the country. Based on the learnings from the experiences of implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 ‘Housing for All’ Mission with effect from 01.09.2024 for implementation in urban areas across the country for 1 crore additional eligible beneficiaries belonging to Economically Weaker Section (EWS)/ Low Income Group (LIG)/ Middle Income Group (MIG) segments. PMAY-U 2.0 is implemented through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS).

PMAY-U and PMAY-U 2.0 are demand driven schemes. Under the schemes, States/Union Territories (UTs) conduct the demand survey in their respective jurisdiction and validate the beneficiaries to ascertain eligibility through their Urban Local Bodies (ULBs)/ Implementing Agencies. Based on

the demand for housing in urban areas, States/ UTs prepare project proposals and after approval of the State Level Sanctioning and Monitoring Committee (SLSMC), these are submitted to the Ministry for sanctioning of admissible Central Assistance by Central Sanctioning and Monitoring Committee (CSMC). Based on the project proposals received from the State Government of Assam under PMAY-U, a total of 572 houses have been sanctioned in Narayanpur Town Panchayat of the State, of which 560 houses have so far been completed.

As per the criteria fixed under PMAY-U 2.0, cities have been categorized into three priority categories based on the number of houses sanctioned under PMAY-U. Priority-I cities are those where the number of houses sanctioned is substantially below the national and state average. Priority-II cities are those where the number of houses sanctioned is around the national and/or state average. Priority-III cities are those where the number of houses sanctioned is substantially above the national and state average.

The national average i.e. ratio of number of houses sanctioned in PMAY-U, to number of urban households (as per 2011 census) is 13%. The state average i.e. ratio of number of houses sanctioned in PMAY-U in Assam compared to number of households (as per 2011 census) in Assam is 17%. While in Narayanpur, the ratio stands at 42%. Therefore, Narayanpur falls under Priority-III category.

Considering the demand of housing in the State of Assam, CSMC in its 7th meeting held under PMAY-U 2.0 on 17.06.2026 has sanctioned 209 houses

in the Narayanpur Town Panchayat of the State, involving Central assistance of ₹4.70 crore.

INDUSFOOD 2025-26

***71. SHRI JAGDAMBIKA PAL:**

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) the manner in which the eighth edition of Indusfood would help/contribute to advance farming methods in the country;

(b) whether there are any programmes or incentives in place to help Indian businesses;

(c) if so, the details thereof; and

(d) the manner in which Indusfood 2025-26 would affect the Indian food and beverage sector and international trade relations in the long run?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI CHIRAG PASWAN):

(a) to (d) The 8th and 9th editions of Indus Food were organized by Trade Promotion Council of India (TPCI) from 8 to 10 January, 2025 and 8 to 10 January, 2026 respectively. The 8th edition of the event was supported by Department of Commerce, Ministry of Commerce & Industry with a grant-in-aid of Rs. 6.00 crores under the Scheme for Market Access Initiative (MAI). Investment Promotion events such as World Food India (WFI) organized by the Ministry of Food Processing Industries, Aahaar by India Trade Promotion Organisation (ITPO) and Indus Food etc., are offering a platform for the Indian

Food & Beverage Companies to exhibit their products and connect with importers, distributors and retailers worldwide.

Investment promotion events are expected to boost business and strengthen India's presence in the international market by driving the adoption of advanced technologies, promoting sustainable practices and enhancing product quality to meet global standards.

In order to promote and ensure overall development of Food Processing Industries, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/ expansion of related infrastructure, through its two Central Sector Scheme viz. Pradhan Mantri Kisan SAMPADA Yojana (PMKSY), Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and a Centrally sponsored PM Formalization of Micro Food Processing Enterprises (PMFME) Scheme. Ministry provides financial assistance in the form of grants-in-aid/ subsidy to entrepreneurs for setting up such industries across the country. The projects are selected for assistance on the basis of Expression of Interest (EoI) issued from time to time.

Ministry has approved 1735 projects, as on 30.06.2026, having project cost of Rs. 33,163.34 crore with approved grants-in-aid/ subsidy of Rs 9,258.60 crore and private investment of Rs 23,904.74 crore under corresponding component schemes of PMKSY.

A total of 2,00,421 micro food processing enterprises has been approved as on 30.06.2026 for credit linked subsidy and 4,18,293 members of

Self Help Groups supported for seed capital amounting of Rs. 1438.29 crore in rural and urban areas of the country under PMFME Scheme.

A total of 163 proposals under different categories of PLISFPI scheme have been approved as on 30.06.2026 and a total incentive of Rs 3271.44 crore has been disbursed so far.

EXPANSION OF PNG NETWORK

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

SHRIMATI BHARTI PARDHI:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has successfully expanded the Piped Natural Gas (PNG) network to cover over six hundred districts as of July, 2026, if so, the details thereof;

(b) whether the shift towards a Gas-Based Economy has provided a cheaper and more reliable alternative to traditional LPG cylinders, if so, the details thereof;

(c) whether the Government is providing specialized fiscal incentives to City Gas Distribution (CGD) companies to accelerate last-mile pipeline connectivity, if so, the details thereof;

(d) whether the recent reduction in the Unified Transport Tariff has lowered the cost of gas for regional industries, if so, the details thereof;

(e) whether the Government has ensured that PNG prices remain significantly lower than the market price of commercial LPG; and

(f) whether the Government has prepared a roadmap to connect an additional twelve million households to the PNG network by March, 2027 and if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI HARDEEP SINGH PURI):

(a) to (f) Government have been promoting the development of a gas-based economy through the expansion of City Gas Distribution (CGD) networks across the country. As part of the Government's efforts towards promoting clean cooking, Piped Natural Gas (PNG) is being expanded as a convenient and reliable cooking fuel. PNG, being supplied through pipeline, eliminates the hassles associated with booking, handling, storing and replacing Liquefied Petroleum Gas (LPG) cylinders. Further, PNG is an affordable cooking fuel and being lighter than air, it is considered a safer also. However, the cost of gas depends on a number of dynamic factors such as cost of gas procured, state taxes, tariff, subsidy given, transportation and distribution cost. Accordingly, the cost competitiveness of PNG vis-à-vis LPG may vary across locations.

For the PNG (Domestic) segment, the requirement is fully met through the allocation of domestic natural gas (APM/NAPM) at administered prices, which are subjected to a ceiling of USD 7 per MMBtu for FY 2026-27, and are significantly lower than the market price of natural gas. Further, with effect from

Q3 of FY 2023-24, the Government has allocated domestic natural gas to the PNG (Domestic) segment equivalent to 105% of the actual PNG (Domestic) consumption in the previous quarter to facilitate expansion of household PNG connections across the country.

Despite the middle east crisis, leading to higher LNG prices, the measures undertaken by the Government have helped keep PNG (Domestic) prices relatively stable and affordable for household consumers.

Further, the Government notified the *Natural Gas (Supply Regulation) Order, 2026* on 09.03.2026 under the Essential Commodities Act, 1955 to regulate the production, allocation and distribution of natural gas and to ensure its equitable availability. The Order accorded priority in the allocation of natural gas to critical sectors, including PNG (Domestic) (100% of the average consumption during the preceding six months), CNG (Transport), LPG production and fertilizer, thereby ensuring continuity of essential services, energy security and public welfare. The said measures were temporary in nature and, in view of the improvement in the supply situation, were withdrawn vide notification dated 04.07.2026.

Providing PNG connections is part of the development of CGD Network, which inter alia include creation of pipeline infrastructure and other facilities for the supply of PNG to domestic, commercial and industrial units. This is being carried out by entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB). After completion of 12/12A CGD bidding round, PNGRB has authorized entities for the development of CGD network in 309 Geographical

Areas (GAs), covering 683 districts and the entire mainland area of the country. As on 31.05.2026, the authorized entities have provided 1,70,69,775 Domestic PNG connections and laid 6,71,387 Inch-Km pipeline across the country. No subsidy/fiscal incentive is currently provided by Government to CGD entities for development of PNG infrastructure.

PNGRB has rationalised the Unified Tariff by reducing tariff zones from three to two and notified transportation tariffs of Rs. 54.00/MMBTU for Zone-1 (up to 300 km) and Rs. 110.02/MMBTU for Zone-2 (beyond 300 km), effective from 01.04.2026. Zone-1 tariff has been extended nationwide for CNG (T) and PNG (D), resulting in nearly 50% reduction in transportation charges for consumers beyond 300 km. The reduction in transportation charges contributes to lowering the delivered cost of natural gas for industries, particularly those located in regions beyond 300 km from the gas source, subject to other applicable cost components.

PNGRB, in collaboration with CGD entities, launched the National PNG Drive 2.0 from 1st January 2026 to 30th June 2026. PNGRB has informed that the initiative aims to ensure optimal utilization of existing infrastructure, promote new connections and activate non-billed customers, with an overall objective to increase the usage of natural gas across the diverse user categories. Under the initiative, various measures have been implemented by the Government and authorized CGD entities, including:

i. Expansion of PNG connectivity to households, commercial establishments and industries;
ii. Conversion of connected households into active billed consumers;
iii. Awareness campaigns and consumer outreach programmes;
iv. Coordination with State Governments and local authorities for expeditious statutory permissions; and
v. Implementation of consumer-friendly measures, including digital registration, simplified connection processes and promotional schemes offered by CGD entities.

The Government has notified a comprehensive control order dated 24.03.2026 under the Essential Commodities Act, 1955 to facilitate time-bound expansion of pipeline infrastructure across the country, especially CGD. The Order provides a uniform framework for grant of right of way (RoW) and permissions by mandating strict timelines, enabling deemed approvals in case of delays, and prohibiting imposition of unauthorized charges by public authorities. It also addresses access issues in residential and private areas by ensuring non-discriminatory and time-bound permissions, thereby removing key bottlenecks in pipeline laying.

The progress of CGD networks is monitored regularly through reports submitted by CGD entities. In cases of delay or shortfall, entities are advised to take corrective measures. This includes convening progress review meetings or statutory hearings, as provided under applicable regulations, to discuss challenges and review the latest status of Minimum Work Programme (MWP)

targets in their authorized GAs. Additionally, the Government holds regular interactions and meetings with State Governments to support the development of CGD networks in their respective states and to address related challenges.

RISING ELECTRICITY DEMAND

***73. SHRI VE. VAITHILINGAM:**

THIRU DR. S. JAGATHRAKSHAKAN:

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

(a) the challenges arising from rising electricity demand during extreme summer conditions, adverse weather events, fuel availability concerns and global energy supply disruptions, particularly with regard to dependence on coal-based power generation, peak load management and ensuring reliable and uninterrupted electricity supply across regions and their impact on the country's energy security and power resilience;

(b) the measures and contingency mechanisms undertaken by the Government for maintaining uninterrupted electricity supply during peak demand conditions, including ensuring adequate coal stocks, strengthening fuel logistics, enhancing generation capacity utilisation, improving transmission and distribution efficiency, preventing energy shortages and strengthening overall grid resilience;

(c) the mechanisms adopted by the Government for addressing short-term energy security concerns while supporting diversification of the country's energy mix, reducing vulnerabilities associated with fuel dependence and

balancing energy security requirements with the increasing integration of renewable energy sources into the national power system;

(d) the results achieved through efforts directed towards enhancing generation capacity utilisation, improving transmission and distribution efficiency and strengthening overall grid resilience under stress conditions; and

(e) the long-term strategy proposed by the Government for balancing energy security objectives with the accelerated transition towards renewable energy sources, while maintaining grid stability, reliability of supply and sustainable growth of the power sector?

THE MINISTER OF HOUSING AND URBAN AFFAIRS; AND MINISTER OF POWER (SHRI MANOHAR LAL):

(a) to (e) There is adequate availability of power in the country. Present installed generation capacity of the country is 548.86 GW (as on June, 2026). The country has addressed the critical issue of power deficiency by adding 324.7 GW of generation capacity since April, 2014 transforming the country from power deficit to power sufficient. Further, as on 30.06.2026, addition of 2,18,267 circuit kilometre (ckm) of Transmission lines, 9,47,405 MVA of Transformation capacity and 84,390 MW of Inter-Regional capacity has been done since 2014. Thus, total inter-regional transmission capacity has become 1,20,340 MW, enabling reliable transfer of power across regions.

In view of development of El Nino conditions in the current year, the requirement of electricity has risen significantly. During April to June 2026, overall rise in electricity peak demand was around 12% as compared to

corresponding period last year and further, it is expected to remain high. As on date, the all-time high All-India peak demand of 270.8 GW was successfully met in the month of May 2026, and in July, 2026, further, All-India peak demand again exceeded 270 GW twice, which was also met successfully. All-time high Variable Renewable Energy (VRE) generation of 103.7 GW (i.e. Solar-75 GW and Wind-28.7 GW) was recorded in the month of July, 2026.

The Ministry of Power has diversified its electricity generation by optimal energy mix to strengthen the energy security and sustainable growth of power sector. Government has taken various measures for maintaining uninterrupted electricity supply, adequate coal stocks, strengthening fuel logistics, enhancing capacity addition-generation, transmission & distribution, energy transition through Renewable Energy sources and strengthening overall grid resilience & energy security. Details of short term and long-term measures taken by Government is given at **Statement-I** and **II** respectively.

The efforts already made towards enhancing generation capacity utilisation, transmission and distribution efficiency and grid resilience have yielded encouraging results:

(i) The coal (including Lignite) based generation capacity in the country is about 230.8 GW and its share in the total electricity supplied from April to June 2026 is 69.54 %. Further, the maximum generation achieved from such power plants is about 188.8 GW (around 75% of the total generation - 251.4 GW) during non-solar peak demand hours. As on 18.07.2026, 41.4 Million Tonnes (MT) coal stock is available at the

Thermal Power Plants, sufficient for 13 days at 85% Plant Load Factor (PLF). Also, sufficient coal is being received by the Thermal power Plants at present to meet the daily demands. Gas based generation is less than 2 % of overall basket of generation resources and the geopolitical issues in Middle East has had minimum impact on energy availability in the country.

(ii) Government of India has been supporting States/ UTs through schemes like Deen Dayal Upadhyaya Gram Jyoti Yojana (DDUGJY), Integrated Power Development Scheme (IPDS), Pradhan Mantri Sahaj Bijli Har Ghar Yojana (SAUBHAGYA) to improve access and quality of power supply to all consumers. Under these schemes, projects worth Rs. 1.85 lakh Cr. were executed for strengthening of power distribution infrastructure. These schemes stand closed as on 31.03.2022. A total of 18,374 villages were electrified under DDUGJY and a total 2.86 crore households under SAUBHAGYA.

(iii) With the concerted efforts of Central and State Government, the average hours of supply in rural areas have increased from 12.5 hours in FY 14 to 22.6 hours in FY 26 and in urban areas the same has increased from 22.1 hours in FY 14 to 23.4 hours in FY 26.

(iv) The Aggregate Technical and Commercial (AT&C) loss of distribution utilities at national level have reduced from 22.62 % in FY14 to 15.04 % in FY25.

(v) The gap between the Average Cost of Supply (ACS**)** and the Average Revenue Realised (ARR), a key indicator of whether utilities are recovering their costs, narrowed sharply from ₹0.78 per unit to ₹0.06 per unit in FY25

(vi) A defining milestone was achieved on 29 July 2025, when India recorded its highest-ever renewable energy share in electricity generation. On that day, renewable sources met 51.5 per cent of the country's total electricity demand of 203 GW.

(vii) A record generation capacity addition of 64,695 MW was achieved during 2025-26. Out of this, 50,905 MW came from renewable energy sources (excluding large hydro) which represents the highest ever capacity addition in a single year, surpassing the previous record of 34,054 MW achieved in FY 2024–25.

(viii) India's national transmission network achieved the feat of being the world's largest synchronous national grid on 14th January 2026. India's transmission network has crossed a major milestone with 5.08 lakh circuit kilometres (ckm) of transmission lines and reaching a total transformation capacity of 1,469 gigavolt amperes (GVA).

(ix) The energy shortage declined sharply to 0.0% in FY 2025-26, compared to 4.2% in FY 2013–14, reflecting a significant improvement in supply adequacy.

(x) India has achieved its commitment made at COP-26 by achieving the NDC goal of 50% of its installed electric power capacity from non-fossil

fuel sources in 2025 i.e. five years ahead of the committed timeline of 2030.

STATEMENT-I

Details of short-term measures

(i) Optimal utilization of generation from all available sources for ensuring supply of electricity to the consumers. The un-requisitioned surplus generation is to be facilitated for sale in the power exchanges.

(ii) Ensure optimized scheduling of hydro generation for conservation of reservoir storage and utilization mainly during peak demand periods.

(iii) All generating utilities are to ensure maximum availability of their units to meet the growing demand.

(iv) Ensure adequate availability of fuel at power stations with regular monitoring to resolve any incipient supply issues.

(v) Regular monitoring of outages and maintenance activities to minimize system distress, and completion within the committed timelines to ensure reliable system operation.

(vi) Transmission utilities to monitor the transmission system for maximum availability.

(vii) Facilitate and expedite grid connectivity, operational clearances, and system readiness for renewable energy projects, particularly facilitating smooth

wind-based generation integration and Battery Energy Storage Systems (BESS).

(viii) Ensure adequate and reliable power supply on agricultural feeders to support irrigation requirements. Efforts should be made to shift the agricultural load to day-time/Solar hours and deployment of decentralized solar pumps in drought prone belts may be prioritized.

(ix) Facilitate utilization of the available renewable capacity in the power market beyond the contracted/PPA capacity.

(x) Distribution licensees to promote and implement energy efficiency measures to ensure optimal utilization of electricity among consumers specifically for the optimization of the predominant cooling, pumping loads etc. and charging of Electric Vehicle (EV) during day time/Solar hours.

(xi) Close monitoring of the progress of under-construction generating units and facilitate necessary coordination for timely commissioning.

(xii) Power stations to implement conservation of fuel, water etc. by adopting the best operational practices.

(xiii) Close coordination be maintained among National Load Dispatch Center (NLDC), Regional Load Dispatch Centers (RLDC)s, State Load Dispatch Centers (SLDCs), DISCOMs, generating and transmission utilities for contingency preparedness.

(xiv) To address the issues of coal supplies to power sector, an Inter-Ministerial Sub Group comprising of representatives from Ministries of Power, Coal, Railways, Central Electricity Authority (CEA), Coal India Limited (CIL)

and Singareni Collieries Company Limited (SCCL) meet regularly to take various operational decisions to enhance supply of coal to thermal power plants as well as for meeting any contingent situations relating to Power Sector including to alleviate critical coal stock position in power plants.

(xv) Inter Ministerial Committee (IMC) comprising Chairman, Railway Board; Secretary, Ministry of Coal and Secretary, Ministry of Power, meeting is being held regularly to closely review coal supplies to Thermal Power Plants.

(xvi) The scheduled maintenance of thermal units is planned in advance by taking into consideration the demand scenario for different months. It is a standard practice to minimize scheduled maintenance during the peak months. Central Electricity Authority (CEA) further monitors & permits deferment on case-to-case basis based on the technical parameters of the plant if increased demand necessitates so.

STATEMENT -II

Details of long-term measures

(i) Capacity addition from non-fossil Sources: Thrust is on capacity addition from non-fossil sources, which now exceeds 54% of the total installed electricity generation capacity. Further, Government has planned to achieve 500 GW of non-fossil fuel based installed generation capacity by 2030. As per the National Generation Adequacy Plan prepared by CEA in March 2026, the

non-fossil fuel based installed capacity is likely to increase to 786 GW by 2035-36.

(ii) Capacity addition from Conventional Sources: It is projected to increase the installed capacity of coal-based plants to 315 GW by 2035-36. Keeping in view energy security, no new imported coal-based power plants have been planned.

(iii) Nuclear power has huge potential to ensure long term energy security and is vital for India's clean energy transition towards Net Zero by 2070. It is a clean and environment friendly source of base load power. The lifecycle emissions of nuclear power are comparable to those of renewables like hydro and wind. The Government of India has set an ambitious target of 100 GW nuclear power capacity by 2047.

(iv) Energy Storage Systems are being encouraged. Roadmap to 100 GW of Hydro Pumped Storage Projects by 2035-36 has been prepared. As per the National Generation Adequacy Plan prepared by CEA in March 2026, the likely BESS installed capacity and PSP installed capacity in 2035-36 is 80 GW and 94 GW respectively

(v) 100% 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 (with waiver tapering off 25% annually till June 2028), for co-located BESS projects commissioned by June 2028, for Hydro PSP projects where construction work awarded by June 2028, for Green

Hydrogen Projects commissioned till December 2030 and for offshore wind projects commissioned till December 2032.

(vi) 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.

(vii) Ministry of New & Renewable Energy (MNRE) has issued Bidding Trajectory for issuance of RE power procurement bids of 50 GW per annum by 'Renewable Energy Implementing Agencies' (REIAs) from FY 2023-24 to FY 2027-28.

(viii) Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.

(ix) 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.

(x) To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2032.

(xi) 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.

(xii) Development of intra-state transmission network is being planned to keep pace with RE capacity addition. Strong inter connection of Inter-State Transmission System (ISTS) RE schemes with the intra-state network to ensure better reliability in terms of anchoring voltage stability, angular stability, losses reduction etc. is being done.

(xiii) Encouraging setting up of RE projects with storage facilities for optimal utilization of transmission facilities.

(xiv) CEA (Technical Standards for Connectivity to the Grid) Regulations lay down the minimum technical requirements for the RE generating plants to ensure safe, secure and reliable operation of the grid.

(xv) “Strategy for Establishments of Offshore Wind Energy Projects” has been issued.

(xvi) To achieve the objective of increased domestic production of Solar PV Modules, the Govt. of India is implementing the Production Linked Incentive (PLI) scheme for High Efficiency Solar PV Modules.

(xvii) The Ministry of Heavy Industries has launched the PLI scheme namely “National Programme on Advanced Chemistry Cell (ACC) Battery Storage,” approved in May 2021 with a total outlay of ₹18,100 crore to establish 50 GWh of domestic Advanced Chemistry Cell manufacturing capacity, out of which 10 GWh is earmarked for Grid Scale Stationary Storage (GSSS) applications.

(xviii) Ministry of Power has issued guidelines for the installation and operation of EV charging infrastructure in Sep’24 and guidelines for installation and operation of battery swapping and battery charging stations in Jan’25,

facilitating the development of a robust, accessible charging network for electric vehicles.

(xix) Ministry of Power (MoP) has notified Electricity (Amendment) Rules 2022, for enabling Energy Storage System (ESS).

(xx) MoP in March, 2022 notified the Guidelines for Procurement and Utilization of Battery Energy Storage Systems as part of Generation, Transmission and Distribution assets, along with Ancillary Services.

(xxi) MoP has notified Guidelines to promote development of Pumped Storage Projects in the country on 10th April, 2023.

(xxii) Government of India, in September 2023, approved a Viability Gap Funding (VGF) scheme for development of Battery Energy Storage Systems (BESS). BESS capacity of 13.22 GWh is under implementation with a budgetary allocation of Rs 3,760 Cr. under this scheme. Considering the increasing demand of BESS, Ministry of Power, in June 2025, has approved another VGF scheme for development of 30 GWh BESS capacity with a financial support of Rs 5,400 Cr from Power System Development Fund (PSDF).

(xxiii) MoP, vide order dated 01.08.2025, has increased the limit for concurrence of hydro generating stations, off- stream open loop and on-stream PSP by Central Electricity Authority from ₹1,000 crore to ₹3,000 crore. Further, off-stream closed loop PSPs has been exempted from the requirement of concurrence from the Authority.

(xxiv) Tariff Based Competitive Bidding (TBCB) guidelines have been issued for procurement of power from Pumped Storage Projects.

(xxv) Central Electricity Authority (CEA) issued an advisory on 18.02.2025 recommending the co-location of Energy Storage Systems (ESS) with solar power projects to enhance grid stability and cost efficiency.

(xxvi) CEA (Measures Relating to Safety and Electric Supply) (First Amendment) Regulations, 2025 has been notified on 30.03.2026, which includes the safety requirements for BESS.

(xxvii) CEA's (Technical Standards for Construction of Electrical Plants and Electric Lines) Amendment Regulations, 2026 has been notified to specify the construction standards for BESS.

DEVELOPMENT OF JALGAON AIRPORT

***74. SHRIMATI SMITA UDAY WAGH :**

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Government has assessed the potential of Jalgaon Airport as a regional air cargo and export hub for the agricultural, textile, irrigation equipment and manufacturing sectors and if so, the details thereof;

(b) whether the Government has examined or approved any proposal for extension of the runway at Jalgaon Airport to facilitate operation of larger passenger and cargo aircraft and if so, the details thereof including the implementation timeline fixed in this regard;

(c) whether any proposal is under consideration for establishing dedicated air cargo infrastructure, including cargo terminals, warehousing, scanning and cold storage facilities at the said Airport and if so, the details thereof;

(d) whether the Government has reviewed the upgradation of Jalgaon Airport for round-the-clock operations through advanced lighting, navigation and Instrument Flight Rules (IFR) facilities and if so, the details thereof; and

(e) whether the Government proposes to include Jalgaon Airport under the cargo-oriented components of the Regional Connectivity Scheme (RCS)-UDAN to strengthen exports and regional connectivity and if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU):

(a) to (e) The development of cargo facilities at an airport is a continuous process and depends on various factors such as airport development progress, increase in scheduled operations, handling capacity, growth in domestic cargo volumes and demand from airlines. Further, the exporters, based on their commercial viability and requirements, utilize available air cargo facilities in accordance with various determining factors, including the destination, airline operations and the availability of direct or connecting services to the intended destinations. The airlines initiate cargo operations based on their internal assessment of cargo potential, handling capabilities and overall commercial viability of operating from any airport. Facilities are

available for movement of domestic air cargo via the domestic passenger terminal at Jalgaon airport.

The Nashirabad-Umale Road passes through the airport land, creating an obstruction to the proposed runway extension. Accordingly, the road needs to be rerouted to enable the airport land to become contiguous and free from operational obstructions. The Airports Authority of India (AAI) has prepared a proposal, for expansion of the terminal building from 700 sqm to approximately 1500 sqm, with capacity to handle 300 PAX (150 departing and 150 arriving passengers) during peak hours, along with allied passenger amenities and associated infrastructure, subject to requisite Government approvals, availability of land, and statutory/regulatory clearances. Doppler Very High-Frequency Omni-Directional Range/Distance Measuring Equipment (DVOR/DME) navigational facilities have been installed and operationalised w.e.f. 16.05.2024 at Jalgaon Airport.

Under the UDAN Scheme, Jalgaon Airport was identified for development and operation of UDAN flights. At present, Fly91 is operating UDAN flights connecting Jalgaon-Hyderabad-Jalgaon, Jalgaon-New Goa (MoPA)-Jalgaon and Jalgaon-Pune-Jalgaon. Further, Alliance Air has commenced UDAN flight operations on the Jalgaon-Mumbai-Jalgaon and Jalgaon-Ahmedabad-Jalgaon routes.

INCLUSION OF NEW CITIES UNDER SCM IN TAMIL NADU

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

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Union Government has any plans to include new cities in Tamil Nadu under the Smart Cities Mission (SCM), if so, the details thereof and if not, the reasons therefor;

(b) whether the Government has prepared any status report on the implementation efficiency of the Smart Cities Mission (SCM) and the data of underutilised funds under the said mission and if so, the details thereof, State and Smart City-wise; and

(c) the steps taken by the Government to ensure seamless Annual Maintenance Contracts (AMCs) including long-term maintenance, sustainable operational funding and integration of Integrated Command and Control Centres (ICCCs) into the local governance framework of all the Smart Cities in Tamil Nadu?

THE MINISTER OF HOUSING AND URBAN AFFAIRS; AND MINISTER OF POWER (SHRI MANOHAR LAL):

(a) With the closure of the Smart Cities Mission (SCM) on 31st March, 2025, there is no provision under the Mission to include further new cities.

(b) Under SCM, as reported by the States/ UTs as on 31.03.2026, out of the total Budgetary allocation of the Mission of ₹48,000 Cr, the States/ UTs have been able to claim ₹47,458 Cr (99%) and have utilized ₹46,377 Cr (98%).

The State/City-wise details of Central Financial Assistance claimed and utilized under SCM is given in the enclosed **Statement**.

Further, NITI Aayog in its report titled 'Evaluation of Centrally Sponsored Schemes in Package 4 – Urban Transformation and Skill Development' published in September 2025, has concluded that the Smart Cities Mission demonstrates strong alignment with national urban priorities and citizen needs, contributing significantly to multiple United Nations Sustainable Development Goals. As per the report, the Mission has achieved a high project completion rate of 93% of 8,063 projects and 100% completion of Integrated Command and Control Centres (ICCCs), leading to measurable improvements in urban liveability, mobility, safety, and environmental outcomes.

(c) Post closure of SCM on 31.03.2025, Ministry of Housing and Urban Affairs (MoHUA) has issued Advisory No. 27 dated 10th June, 2025 to all States/ UTs including Tamil Nadu. As per the advisory, the Special Purpose Vehicles (SPVs) are to ensure submission of their Utilization Certificates (UCs) for the GOI funds released to them not later than March 2026 and to ensure the timely completion of all ongoing SCM projects and prepare O&M plans for the assets created. The Advisory has further outlined the envisioned future role of SPVs of smart cities and a roadmap for the continued functioning of ICCCs. The advisory underscores repurposing of SPVs to meet emerging urban challenges. Further, as per the advisory, ICCCs are to be leveraged as city operating systems and state analytical hubs, with operational control preferably retained by the urban development departments. SPVs may receive service-

linked revenues for managing ICCC functions. States and Union Territories, through their respective High-Powered Steering Committees (HPSCs), have been encouraged to chart out urban sector priorities and map areas where SPVs can continue to play a strategic role.

STATEMENT

State/City-wise details of Central Financial Assistance claimed and utilized under SCM

(Amount in ₹ crore)

Sl. No.	City Name	State Name	Status of GoI Funds	
			GoI funds claimed	GoI funds utilized
1	Port Blair	Andaman Nicobar Islands	306	245
2	Amaravati	Andhra Pradesh	488	488
3	Kakinada	Andhra Pradesh	490	485
4	Tirupati	Andhra Pradesh	392	388
5	Visakhapatnam	Andhra Pradesh	490	479
6	Itanagar	Arunachal Pradesh	488	409
7	Pasighat	Arunachal Pradesh	490	486
8	Guwahati	Assam	490	490
9	Bhagalpur	Bihar	490	486
10	Biharsharif	Bihar	433	418
11	Muzaffarpur	Bihar	490	445

12	Patna	Bihar	488	485
13	Chandigarh	Chandigarh	490	490
14	Atal Nagar	Chhattisgarh	488	476
15	Bilaspur	Chhattisgarh	429	403
16	Raipur	Chhattisgarh	453	453
17	Silvassa	Dadra & Nagar Haveli	392	389
18	Diu	Daman and Diu	386	386
19	NDMC	Delhi	343	317
20	Panaji	Goa	490	470
21	Ahmedabad	Gujarat	490	490
22	Dahod	Gujarat	417	414
23	Gandhinagar	Gujarat	490	463
24	Rajkot	Gujarat	490	490
25	Surat	Gujarat	490	490
26	Vadodara	Gujarat	490	489
27	Faridabad	Haryana	490	490
28	Karnal	Haryana	490	432
29	Dharamshala	Himachal Pradesh	490	477
30	Shimla	Himachal Pradesh	488	478
31	Jammu	Jammu and Kashmir	489	459
32	Srinagar	Jammu and Kashmir	452	452
33	Ranchi	Jharkhand	490	490

34	Belagavi	Karnataka	490	490
35	Bengaluru	Karnataka	488	456
36	Davanagere	Karnataka	490	490
37	Hubballi-Dharwad	Karnataka	490	444
38	Mangaluru	Karnataka	490	457
39	Shivamogga	Karnataka	490	490
40	Tumakuru	Karnataka	490	490
41	Kochi	Kerala	490	490
42	Thiruvananthapuram	Kerala	488	488
43	Kavaratti	Lakshadweep	183	45
44	Bhopal	Madhya Pradesh	490	490
45	Gwalior	Madhya Pradesh	490	490
46	Indore	Madhya Pradesh	490	490
47	Jabalpur	Madhya Pradesh	490	490
48	Sagar	Madhya Pradesh	490	489
49	Satna	Madhya Pradesh	490	483
50	Ujjain	Madhya Pradesh	490	490
51	Aurangabad	Maharashtra	490	490
52	Kalyan-Dombivali	Maharashtra	490	490
53	Nagpur	Maharashtra	490	490
54	Nashik	Maharashtra	444	444

55	Pimpri-Chinchwad	Maharashtra	490	490
56	Pune	Maharashtra	490	490
57	Solapur	Maharashtra	490	490
58	Thane	Maharashtra	490	490
59	Imphal	Manipur	398	348
60	Shillong	Meghalaya	490	445
61	Aizawl	Mizoram	490	431
62	Kohima	Nagaland	490	477
63	Bhubaneswar	Odisha	490	490
64	Rourkela	Odisha	490	490
65	Puducherry	Puducherry	343	338
66	Amritsar	Punjab	490	484
67	Jalandhar	Punjab	490	445
68	Ludhiana	Punjab	490	490
69	Ajmer	Rajasthan	490	490
70	Jaipur	Rajasthan	490	484
71	Kota	Rajasthan	490	484
72	Udaipur	Rajasthan	490	490
73	Gangtok	Sikkim	488	447
74	Namchi	Sikkim	490	464
75	Chennai	Tamil Nadu	490	490
76	Coimbatore	Tamil Nadu	490	490

77	Erode	Tamil Nadu	490	486
78	Madurai	Tamil Nadu	490	490
79	Salem	Tamil Nadu	490	490
80	Thanjavur	Tamil Nadu	490	488
81	Thoothukudi	Tamil Nadu	490	482
82	Tiruchirappalli	Tamil Nadu	490	489
83	Tirunelveli	Tamil Nadu	490	480
84	Tiruppur	Tamil Nadu	490	489
85	Vellore	Tamil Nadu	490	489
86	Greater Warangal	Telangana	377	377
87	Karimnagar	Telangana	429	429
88	Agartala	Tripura	490	490
89	Agra	Uttar Pradesh	490	490
90	Aligarh	Uttar Pradesh	490	490
91	Bareilly	Uttar Pradesh	490	485
92	Jhansi	Uttar Pradesh	490	490
93	Kanpur	Uttar Pradesh	490	489
94	Lucknow	Uttar Pradesh	490	490
95	Moradabad	Uttar Pradesh	490	490
96	Prayagraj	Uttar Pradesh	490	489
97	Saharanpur	Uttar Pradesh	490	489
98	Varanasi	Uttar Pradesh	490	490

99	Dehradun	Uttarakhand	490	484
100	New Town Kolkata	West Bengal	490	487
	Total		**47320**	**46254**
	Non-Selected Smart Cities		18	18
	Sultanpur Lodhi		120	105
	Grand Total		**47,458**	**46,377**

As reported by the States/UTs on 31.03.2026

DEVELOPMENT OF AVIATION INFRASTRUCTURE

***76. SUSHRI KANGNA RANAUT:**

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) the steps taken under Vision 2047 to position India as a global aviation hub including the dual airport strategy, development of international transit hubs and enhancement of global connectivity;

(b) the details of the expansion of airports, heliports and water aerodromes under UDAN Scheme and its impact on connectivity in aspirational and remote districts, year-wise;

(c) the present status of privatisation of Airports under the National Monetisation Pipeline and the measures taken to promote private investment in greenfield airports;

(d) the targets fixed for increasing passenger and cargo handling capacity by 2030 and the initiatives taken to develop India as a global Maintenance, Repair and Overhaul (MRO) hub; and

(e) the progress made in heliport development under UDAN 5.1 including the specific initiatives taken in Himachal Pradesh for development of heliports in tribal and remote areas such as Lahaul-Spiti and Kinnaur and the steps taken to strengthen helicopter services for tourism, emergency medical services, disaster response and connectivity in difficult terrains?

THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU):

(a) For the development of aviation hubs in the country, Ministry of Civil Aviation (MoCA) has formulated an International Aviation Hub Strategy. As part of this Strategy, Hub & Spoke operations have been launched on 25.06.2026, with Varanasi as the spoke and Delhi as the hub. The Hub & Spoke model is intended to facilitate international connectivity in a phased approach.

Second airports, such as Noida International Airport and Navi Mumbai International Airport, have been operationalised to cater to the growing air traffic requirements of the Delhi National Capital Region and the Mumbai Metropolitan Region, respectively.

(b) The Regional Connectivity Scheme (RCS)-UDAN has enhanced air connectivity in remote, hilly, island and aspirational districts by operationalizing regional airports, heliports and water aerodromes. ; Since the inception of the

UDAN Scheme, a total of 679 RCS routes connecting 95 unserved and underserved airports (including 17 heliports and 02 water aerodromes) have been developed / operationalized across 34 States and Union Territories in the country. The year-wise details of 95 aerodromes including heliports developed/ operationalized across the country under this scheme is given in the enclosed **Statement**.

(c) Under the National Monetisation Pipeline, proposal for 'in-principle' approval for leasing of 11 Airports Authority of India (AAI) airports has been taken up.

To promote private investment in airport infrastructure, including in Greenfield airports, the Ministry of Civil Aviation has permitted 100% FDI in Greenfield and Brownfield airport projects. 'In-principle' approval has also been granted for development of Greenfield airports under PPP mode at Kannur, Durgapur, Mopa, Navi Mumbai, Bhogapuram and Noida (Jewar).

(d) Upgradation/ Modernization of airports to handle increasing passengers and cargo volumes is a continuous process and is undertaken by AAI and other Airport Operators from time to time depending on the availability of land, commercial viability, socio-economic considerations, traffic demand and willingness of airlines to operate to/from such airports.

The Government has taken various measures to create a conducive environment for the development of aircraft Maintenance, Repair and Overhaul (MRO) sector in the country and to reduce the foreign exchange outflow, as under:

(i) The new MRO Guidelines announced on 1st September, 2021 which inter-alia abolish royalties and create transparency and certainty in land allotments for MROs at Airports Authority of India (AAI) airports,

(ii) The revised MRO Guidelines provide for extension of land lease agreements of MRO operators by an additional period of 15 years upon completion of the initial 15-year lease term,

(iii) On the taxation front, Government has reduced the taxes (IGST) on imports of aircraft components and aircraft engine parts to 5%, to enhance the competitiveness of the domestic aerospace industry. GST on MRO has been reduced from 18% to 5% with full Input Tax Credit. Further, transactions sub-contracted by foreign Original Equipment Manufacturers (OEMS)/MRO to domestic MRO are treated as 'exports' with zero-rated GST,

(iv) In Union Budget 2024-25, the period for export of goods imported for repairs has been extended from six months to one year while the time-limit for re-import of goods for repairs under warranty has been extended from three to five years,

(v) Addendum to MRO Guidelines 2026 issued on 20.02.26 provides moratorium period and rent-free period for MRO operators constructing new hangars at AAI airports directly incentivising capital-intensive hangar infrastructure investment,

(vi) As part of Union Budget 2026-27, Nil Basic Customs Duty (BCD) has been provided for components or parts including engines of aircraft for manufacture of aircraft and for manufacture of parts for manufacturing the said aircraft.

Further, BCD exemption for parts, testing equipment, tools and tool-kits for MRO of aircraft, components or parts of aircraft has been extended till 31st March, 2028.

Safran has set up Safran Aircraft Engine Services India (SAESI) at Hyderabad with an Initial investment of Rs. 1,300 crore, which is one of the largest global aircraft engine MRO facilities in the world.

(e) Under the UDAN 5.1, five heliports namely Champawat (Uttarakhand), Munsyari (Uttarakhand), Bageshwar (Uttarakhand), Reckong Peo (Himachal Pradesh) and Shimla (Sanjoli) (Himachal Pradesh) have been operationalised.

STATEMENT

Calendar year- wise list of 95 RCS aerodromes operationalized

S. No.	Airport	Date of operationalisation
Calendar Year 2017 (Total 16 Nos. including 5 Underserved and 11 Unserved airports)		
1.	Kadapa (Round- 1) (Underserved)	27-Apr-2017
2.	Shimla (Round- 1) (Unserved)	27-Apr-2017
3.	Nanded (Round- 1) (Unserved)	27-Apr-2017
4.	Bhatinda (Round- 1) (Unserved)	27-Apr-2017
5.	Gwalior (Underserved) (Round- 1)	31-May-2017
6.	Kandla (Round- 1) (Unserved)	01-Jul-2017
7.	Porbandar (Round- 1) (Underserved)	10-Jul-2017
8.	Pondicherry (Round- 1) (Underserved)	16-Aug-2017

9.	Mysore (Round- 1) (Unserved)	02-Sep-2017
10.	Ludhiana (Round- 1) (Unserved)	02-Sep-2017
11.	Vidyanagar (Round- 1) (Unserved)	21-Sep-2017
12.	Bikaner (Round- 1) (Unserved)	26-Sep-2017
13.	Jaisalmer (Round- 1) (Unserved)	29-Oct-2017
14.	Agra (Round- 1) (Underserved)	08-Dec-2017
15.	Jalgaon (Round- 1) (Unserved)	23-Dec-2017
16.	Ozar (Nasik) (Round- 1) (Unserved)	23-Dec-2017
Calendar Year 2018 (Total 18 Nos. including 8 Underserved and 10 Unserved airports)		
1.	Jamnagar (Round- 1) (Underserved)	17-Feb-2018
2.	Mundra (Round- 1) (Unserved)	17-Feb-2018
3.	Diu (Round- 1) (Underserved)	24-Feb-2018
4.	Salem (Round- 1) (Unserved)	25-Mar-2018
5.	Pathankot (Round- 1) (Unserved)	05-Apr-2018
6.	Kolhapur (Round- 1) (Unserved)	08-Apr-2018
7.	Tezpur (Round- 2) (Underserved)	26-Apr-2018
8.	Shillong (Round- 1) (Underserved)	26-Apr-2018
9.	Bhavnagar (Round- 1) (Underserved)	01-May-2018
10.	Adampur (Round- 1) (Unserved)	01-May-2018
11.	Hubli (Round- 2) (Underserved)	14-May-2018
12.	Jagdalpur (Round- 1) (Unserved)	14-Jun-2018
13.	Prayagraj (Round- 2) (Underserved)	14-Jun-2018
14.	Kanpur (Chakeri) (Round- 1) (Unserved)	03-Jul-2018

15.	Jorhat (Round- 2) (Underserved)	01-Aug-2018
16.	Jharsuguda (Round- 1) (Unserved)	22-Sep-2018
17.	Pakyong (Round- 2) (Unserved)	04-Oct-2018
18.	Kishangarh (Round- 2) (Unserved)	08-Oct-2018
Calendar Year 2019 (Total 10 Nos. including 6 Underserved and 4 Unserved airports)		
1.	Pantnagar (Round- 1) (Underserved)	04-Jan-2019
2.	Lilabari (Round- 2) (Underserved)	15-Jan-2019
3.	Pithoragarh (Round- 2) (Unserved)	17-Jan-2019
4.	Kannur (Round- 2) (Unserved)	25-Jan-2019
5.	Belgaum (Round- 3) (Underserved)	01-May-2019
6.	Kullu (Round- 1) (Underserved)	13-May-2019
7.	Durgapur (Round- 1) (Underserved)	25-Jun-2019
8.	Hindon (Round- 2) (Unserved)	11-Oct-2019
9.	Kalaburagi (Gulbarga) (Round- 3) (Unserved)	22-Nov-2019
10.	Dimapur (Round- 3) (Underserved)	07-Dec-2019
Calendar Year 2020 (Total 9 Nos. Unserved airports)		
1.	Bidar (Round- 1) (Unserved)	07-Feb-2020
2.	Sahastradhara - Heliport (Round- 2) (Unserved)	08-Feb-2020
3.	Chinyalisaur – Heliport (Round- 2) (Unserved)	08-Feb-2020
4.	Gaucher – Heliport (Round- 2) (Unserved)	08-Feb-2020
5.	New Tehri – Heliport (Round- 2) (Unserved)	29-Jul-2020

6.	Srinagar – Heliport (Round- 2) (Unserved)	29-Jul-2020
7.	Statue of Unity (W) (Round- 3) (Unserved)	31-Oct-2020
8.	Sabarmati River Front (W) (Round- 3) (Unserved)	31-Oct-2020
9.	Darbhanga (Round- 1) (Unserved)	08-Nov-2020
Calendar Year 2021 (Total 12 Nos. Unserved airports)		
1.	Hissar (Round- 2) (Unserved)	14-Jan-2021
2.	Bilaspur (Round- 1) (Unserved)	01-Mar-2021
3.	Bareilly (Round- 2) (Unserved)	08-Mar-2021
4.	Kurnool (Round- 3) (Unserved)	28-Mar-2021
5.	Rupsi (Round- 4) (Unserved)	08-May-2021
6.	Passighat (Round- 4) (Unserved)	24-May-2021
7.	Tezu (Round- 4) (Unserved)	15-Aug-2021
8.	Haldwani – Heliport (Round- 2) (Unserved)	08-Oct-2021
9.	Sindhudurg (Round- 3.1) (Unserved)	09-Oct-2021
10.	Kushinagar (Round- 4.1) (unserved)	26-Nov-2021
11.	Mandi - Heliport (Round- 2) (Unserved)	09-Dec-2021
12.	Rampur – Heliport (Round- 2) (Unserved)	14-Dec-2021
Calendar Year 2022 (Total 5 Nos. Unserved airports)		
1.	Gondia (Round- 4) (Unserved)	13-Mar-2022
2.	Keshod (Round- 2) (Unserved)	16-Apr-2022
3.	Deoghar (Round- 4.1) (Unserved)	12-July-2022
4.	Jeypore (Round- 1) (Unserved)	03-Aug-2022

5.	Almora – Heliport (Round- 2) (Unserved)	26-Aug-2022
Calendar Year 2023 (Total 6 No. Unserved airport)		
1.	Rourkela (Round- 1) (Unserved)	07-Jan-2023
2.	Hollongi (Round- 4.3) (Unserved)	15-Jan-2023
3.	Jamshedpur (Round- 1) (Unserved)	31-Jan-2023
4.	Cooch Behar (Round- 1) (Unserved)	21-Feb-2023
5.	Utkela (Round- 1) (Unserved)	31-Aug-2023
6.	Shivamogga (Round- 4.1) (Unserved)	21-Nov-2023
Calendar Year 2024 (Total 12 No. including 1 Underserved & 11 Unserved airport)		
1.	Champawat – Heliport (Round- 5.1) (Unserved)	22-Feb-2024
2.	Munsyari – Heliport (Round- 5.1) (Unserved)	22-Feb-2024
3.	Aligarh (Round- 2) (Unserved)	11-March-2024
4.	Azamgarh (Round- 2) (Unserved)	11-March-2024
5.	Chitrakoot (Round- 2) (Unserved)	12-March-2024
6.	Shravasti (Round- 2) (Unserved)	12-March-2024
7.	Jiribam Heliport (Round- 2) (Unserved)	13-March-2024
8.	Tamenglong Heliport (Round- 2) (Unserved)	13-March-2024
9.	Agatti (Round- 5) (Underserved)	18-April-2024
10.	Moradabad (Round- 2) (Unserved)	10-August-2024
11.	Rewa (Round- 4.1) (Unserved)	25-Nov-2024

12.	Ambikapur (Round- 4.2) (Unserved)	19-Dec-2024
Calendar Year 2025 (Total 05 No. including 5 Unserved airport)		
1.	Nainital Heliport (Round- 2) (Unserved)	12-Mar-2025
2.	Bageshwar Heliport (Round- 5.1) (Unserved)	12-Mar-2025
3.	Amravati (Round- 3) (Unserved)	16-April-2025
4.	Datia (Round- 4.2) (Unserved)	31-May-2025
5.	Purnea (Round- 5.0) (Unserved)	15-Sept-2025
	Calendar Year 2026 (Total 05 No. including 5 Unserved airport)	
1.	Reckong Peo Heliport (Round- 5.1) (Unserved)	21-Jan-2026
2.	Shimla (Sanjoli) Heliport (Round- 5.1) (Unserved)	21-Jan-2026

शिवहर में विमानपत्तन का निर्माण

***77. श्रीमती लवली आनंदः**

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने शिवहर क्षेत्र में विशेषकर पुनौरा धाम (सीतामढ़ी) में पर्यटकों की बढ़ती संख्या को देखते हुए यहां विमान सेवाओं की आवश्यकता का आकलन करने के लिए कोई वाणिज्यिक और तकनीकी अध्ययन कराया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या यह सच है कि दरभंगा और पटना स्थित निकटतम विमानपत्तन काफी दूर होने के कारण तीर्थयात्रियों और पर्यटकों को सड़क मार्ग से लंबी यात्रा करनी पड़ती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) क्या केन्द्र सरकार का विचार पुनौरा धाम से सटे शिवहर जिले में एक नए विमानपत्तन के निर्माण अथवा क्षेत्रीय संपर्क योजना (आरसीएस)-'उड़ान' के अंतर्गत विमान सेवाएं प्रदान करने के लिए बिहार राज्य सरकार के परामर्श से एक विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस संबंध में क्या समय-सीमा निर्धारित की गई है?

नागर विमानन मंत्री (श्री किंजरापु राममोहन नायडू):

(क) से (ग) ग्रीनफील्ड हवाईअड्डा (जीएफए) नीति, 2008 के अनुसार, यदि राज्य सरकार सहित कोई भी हवाईअड्डा विकासकर्ता हवाईअड्डा विकसित करना चाहते हैं, तो उन्हें उपयुक्त स्थल को चिह्नित करना होगा और हवाईअड्डे के निर्माण के लिए व्यवहार्यता-पूर्व अध्ययन कराना होगा तथा 'साइट क्लीयरेंस' और तत्पश्चात 'सैद्धांतिक' अनुमोदन के लिए नागर विमानन मंत्रालय (एमओसीए) को प्रस्ताव प्रस्तुत करना होगा। साइट क्लीयरेंस प्राप्त करने के पश्चात, परियोजना प्रस्तावक को विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करनी होती है और इसे सैद्धांतिक अनुमोदन हेतु किए गए आवेदन के साथ प्रस्तुत करना होता है।

शिवहर में ग्रीनफील्ड हवाईअड्डे के विकास के लिए साइट क्लीयरेंस हेतु किसी भी हवाईअड्डा विकासकर्ता से कोई भी प्रस्ताव प्राप्त नहीं हुआ है।

आरसीएस-उड़ान योजना का उद्देश्य, देश में मौजूदा असेवित और अल्पसेवित हवाईपट्टियों को संपर्क प्रदान करना है।

IMPLEMENTATION OF PM-JANMAN

***78. SHRIMATI MALVIKA DEVI:**

SHRI KAUSHALENDRA KUMAR:

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

(a) the number of beneficiaries covered under the Pradhan Mantri Janjati Adivasi Nyaya MahaAbhiyan (PM-JANMAN) during the last two financial years across the country, State-wise and district-wise including Kalahandi and Nuapada districts in Odisha;

(b) the details of projects sanctioned under PM-JANMAN in Odisha, district-wise;

(c) the funds released and utilised under PM-JANMAN during the last five years across the country, State-wise and district-wise; and

(d) whether any additional projects have been proposed for Particularly Vulnerable Tribal Groups (PVTGs) in Odisha including Aspirational Districts particularly Kalahandi and Nuapada and if so, the details thereof?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM):

(a) and (b) On 15th November 2023, Hon'ble Prime Minister launched Pradhan Mantri Janjati Adivasi Nyaya Maha AbhiyaN (PM JANMAN) for socio-economic development of 75 PVTG communities residing in 18 states including Odisha and one UT. The mission aims to provide basic facilities to improve their socio-economic conditions such as safe housing, clean drinking water and improved access to education, health and nutrition, road and telecom connectivity, electrification of unelectrified households and sustainable livelihood opportunities. These objectives are being met through 11 interventions implemented by 9-line Ministries.

Ministry of Tribal Affairs through the State Governments/UT Administration/departments has undertaken habitation level data collection

exercise through PM Gati Shakti mobile application to estimate PVTG population figures and infrastructure gaps in order to cover PVTG population residing in villages & habitations covered under PM JANMAN. Based on the data captured, State/UT- wise, PVTG population is given in the enclosed **Statement-I**. The actual number beneficiaries to be covered under the abhiyan is subjected to eligibility criteria of specific guidelines of concerned interventions as per norms approved.

The details of the benefits given under PM JANMAN till FY 2025-26, State-wise and District-wise including Kalahandi and Nuapada districts in Odisha, is given in the enclosed **Statement- II.**

(c) The details of financial progress for interventions of Ministry of Tribal Affairs till FY 2025-26 under the abhiyan are given in the enclosed **Statement- III.**

(d) The Ministry is regularly coordinating with concerned line Ministries/Departments and the State Tribal Welfare Department / other line State Departments for implementation of the existing interventions under the PM JANMAN for the holistic development and saturation of PVTG habitations.

Ministry of Tribal Affairs is also implementing a flagship scheme “Eklavya Model Residential School (EMRS)” to provide quality education to ST Students from class 6th to 12th. 5% seats in each of the EMRSs is reserved for PVTG students.

In the scheme of National Fellowship, 25 slots out of 750 slots are reserved for PVTG students. Under National Overseas Scholarship for ST students, 3 slots out of 20 slots are reserved for PVTG candidate.

Further, as per information from NITI Aayog, the list of projects sanctioned for the Aspirational Districts of Kalahandi and Nuapada under the Aspirational Districts Programme (ADP) is given in the enclosed **Statement-IV.**

STATEMENT- I

Estimate of PVTG population based on the mobile application-based habitation survey by State Governments / UT Administrations/department

S.No	Name of State/UT	PVTG HHs	PVTG Population
1	Andaman & Nicobar Islands	59	191
2	Andhra Pradesh	150816	522285
3	Bihar	2037	8839
4	Chhattisgarh	67810	234986
5	Gujarat	32162	153524
6	Jharkhand	98866	403667
7	Karnataka	16068	57605
8	Kerala	8494	29537
9	Madhya Pradesh	367273	1385266
10	Maharashtra	165542	674918
11	Manipur	7295	44694

12	Odisha	73092	312654
13	Rajasthan	38982	147020
14	Tamil Nadu	88919	367651
15	Telangana	17967	65953
16	Tripura	66150	275454
17	Uttar Pradesh	815	3527
18	Uttarakhand	14287	95870
19	West Bengal	19991	68720
Grand Total		**1236625**	**4852361**

STATEMENT- II

(i) Intervention-wise, State-wise progress under the scheme as on 31.03.2026*

S. No.	Name of State	MoRD (PMAY-G)		MoRD (PMGSY)		MoJS (JJM)		MoHFW (NRHM)	MoWCD (POSHAN 2.0)		MoE (SSA)	
		Houses Sanctioned (HHs)	Completed (HHs)	Roads sanction (in KM)	Completed (in KM)	Sanctioned Villages	Saturated Villages	MMUs sanctioned & Operational	AWCs sanctioned	AWCs Operational	Sanctioned (No.)	Work Completed (No.)
1	ANDHRA PRADESH	43593	7510	868.95	121	1970	407	141	192	73	87	3
2	BIHAR	964	0	-	-	35	34	0	59	58	15	0
3	CHHATTISGARH	33171	20391	2895.846	1729	1423	455	58	191	191	40	0
4	GUJARAT	13575	8776	1.55	2	572	572	17	67	67	13	2
5	JHARKHAND	36557	11085	1204.938	35	2434	486	55	495	358	39	0
6	KARNATAKA	1052	80	63.756	14	452	220	5	23	23	7	0
7	KERALA	1184	29	-	-	96	1	24	5	5	4	0
8	MADHYA PRADESH	188425	139251	1835.001	629	4877	2304	74	704	704	106	0
9	MAHARASHTRA	54136	20654	53.745	0	2773	1576	84	178	178	25	0
10	MANIPUR	2145	0	35.22	0	27	2	-	75	25	6	0
11	ODISHA	41121	30385	211.141	112	1204	608	50	89	89	76	0
12	RAJASTHAN	22593	13178	81.237	35	339	41	6	51	51	21	0
13	TAMIL NADU	13047	7653	10.96	0	1537	1387	105	55	55	8	2

14	TELANGANA	8412	0	66.975	1	306	306	29	85	80	16	1
15	TRIPURA	17212	16812	268.492	3	258	28	6	221	221	32	0
16	UTTAR PRADESH	145	132	-	-	7	7	2	1	1	2	0
17	UTTARAKHAND	2139	1839	-	-	117	96	24	7	6	3	0
18	WEST BENGAL	-	-	-	-	421	86	14	-	-	-	-
19	ANDAMAN & NICOBAR	-	-	-	-	2	2	-	-	-	-	-
GRAND TOTAL		**479471**	**277775**	**7597.811**	**2681**	**18850**	**8618**	**694**	**2498**	**2185**	**500**	**8**

S. No.	Name of State	MoP (RDSS)		MNRE		MoC (DoT-USOF)		MoTA			
		HHs Sanctioned	HHs Electrified	HHs Sanctioned	HHs Electrified	Habitation planned for coverage	Habitation covered	MPCs sanctioned	MPCs completed	VDVKs sanctioned	Business Started
1	ANDHRA PRADESH	25253	24925	1675	967	1658	1346	125	97	73	73
2	BIHAR	-	-	-	-	-	-	7	0	-	-
3	CHHATTISGARH	7336	7160	1490	729	247	116	75	33	16	16
4	GUJARAT	6626	6626	-	-	51	41	39	9	21	21
5	JHARKHAND	12444	11415	2182	2182	688	561	113	46	35	35
6	KARNATAKA	1662	1546	179	179	36	27	74	33	33	21
7	KERALA	345	135	98	0	49	31	15	4	8	7
8	MADHYA PRADESH	30216	26164	1370	1121	217	98	125	82	83	83
9	MAHARASHTRA	9248	9216	-	-	430	334	121	114	40	40
10	MANIPUR	-	-	-	-	-	-	11	11	2	2

11	ODISHA	5738	5141	-	-	512	297	74	50	66	49
12	RAJASTHAN	16023	16023	-	-	4	3	18	13	51	51
13	TAMIL NADU	10847	7025	-	-	167	109	60	33	37	29
14	TELANGANA	3914	3884	126	126	103	46	73	44	25	25
15	TRIPURA	12282	11713	1703	1703	65	57	50	22	30	30
16	UTTAR PRADESH	316	195	-	-	5	2	5	4	5	3
17	UTTARAKHAND	669	669	-	-	2	1	15	9	9	5
18	WEST BENGAL	3372	3372	-	-	12	3	-	-	5	0
19	ANDAMAN & NICOBAR	-	-	-	-	1	1	-	-	1	1
GRAND TOTAL		**146291**	**135209**	**8823**	**7007**	**4247**	**3073**	**1000**	**604**	**540**	**491**

*as per information provided by the concerned Ministries/Department.

(ii) Intervention-wise, District-wise progress including Kalahandi and Nuapada under the scheme as on 31.03.2026*

Ministry/Intervention			MoRD (PMAY-G)		MoRD (PMGSY)		MoJS (JJM)		MoHFW (NRHM)	MoE (SSA)	
S.N.	Name of State	Name of District	Houses Sanctioned	Houses Completed	Roads sanctioned (in KM)	Roads completed (in KM)	No of Villages Sanctioned	No of Villages Saturated	MMU Sanctioned	Hostels sanctioned (No.)	Completed (No.)
1	Andaman and Nicobar Islands	North and Middle Andaman	0	0	0	0	1	1	0	0	0

2	Andaman and Nicobar Islands	South Andamans	0	0	0	0	1	1	0	0	0
3	Andhra Pradesh	Alluri Sitharama Raju	34226	5955	666.55	88	1231	303	35	53	0
4	Andhra Pradesh	Anakapalli	0	0	0	0	48	3	11	0	0
5	Andhra Pradesh	Dr. B.R. Ambedkar Konaseema	0	0	0.96	0	12	0	0	0	0
6	Andhra Pradesh	East Godavari	0	0	0	0	8	2	6	0	0
7	Andhra Pradesh	Eluru	550	212	56.54	7	45	25	4	2	0
8	Andhra Pradesh	Kakinada	0	0	19.15	2	9	3	3	0	0
9	Andhra Pradesh	Nandyal	556	47	7.11	0	31	8	13	3	2
10	Andhra Pradesh	Ntr	0	0	0	0	4	0	3	0	0
11	Andhra Pradesh	Palnadu	763	94	3	0	55	4	6	1	0
12	Andhra	Parvathipur	5169	994	69.71	12	268	27	26	24	0

	Pradesh	am Manyam									
13	Andhra Pradesh	Prakasam	612	69	13.4	0	31	10	8	0	0
14	Andhra Pradesh	Srikakulam	1534	81	16	12	197	17	22	4	1
15	Andhra Pradesh	Vizianagaram	183	58	16.53	0	31	5	4	0	0
16	Bihar	Banka	45	0	0	0	3	2	0	0	0
17	Bihar	Bhagalpur	336	0	0	0	8	8	0	4	0
18	Bihar	Gaya	57	0	0	0	6	6	0	0	0
19	Bihar	Kaimur (Bhabua)	40	0	0	0	1	1	0	1	0
20	Bihar	Katihar	35	0	0	0	4	4	0	1	0
21	Bihar	Kishanganj	74	0	0	0	3	3	0	1	0
22	Bihar	Madhepura	203	0	0	0	2	2	0	4	0
23	Bihar	Nawada	15	0	0	0	3	3	0	0	0
24	Bihar	Purnia	121	0	0	0	3	3	0	4	0
25	Bihar	Supaul	38	0	0	0	2	2	0	0	0
26	Chhattisgarh	Balodabazar-Bhatapara	25	25	0	0	2	2	1	0	0
27	Chhattisgarh	Balrampur-Ramanujganj	3346	2604	389.81	315	103	9	6	3	0

28	Chhattisgarh	Bilaspur	959	625	134.45	114	42	8	3	1	0
29	Chhattisgarh	Dhamtari	1481	1198	87.23	62	124	124	4	4	0
30	Chhattisgarh	Gariyaband	3143	2132	101.15	66	171	99	5	5	0
31	Chhattisgarh	Gaurela-Pendra-Marwahi	1080	791	49.65	36	23	6	1	1	0
32	Chhattisgarh	Jashpur	2040	1287	299.65	232	94	7	5	4	0
33	Chhattisgarh	Kabeerdham	9625	4923	291.295	167	195	61	4	5	0
34	Chhattisgarh	Khairagarh-Chhuikhadan-Gandai	858	776	33.43	24	41	14	2	4	0
35	Chhattisgarh	Kondagaon	3	3	0	0	1	1	1	0	0
36	Chhattisgarh	Korba	725	464	140.625	66	53	14	7	2	0
37	Chhattisgarh	Mahasamund	678	609	37.3	34	74	34	2	0	0
38	Chhattisgarh	Manendragarh-Chirmiri-Bharatpur	3584	2330	730.39	286	115	14	3	1	0
39	Chhattisgarh	Mungeli	1029	808	23.85	11	35	12	1	2	0
40	Chhattisgarh	Narayanpur	1835	115	197.78	59	169	28	2	4	0
41	Chhattisgarh	Raigarh	173	168	21.73	23	24	5	2	0	0
42	Chhattisgarh	Surguja	2565	1511	352.69	229	141	13	7	4	0

43	Chhattisgarh	Uttar Bastar Kanker	22	22	4.83	5	16	4	2	0	0
44	Gujarat	Ahmedabad	1293	768	0	0	6	6	1	0	0
45	Gujarat	Amreli	3	3	0	0	5	5	1	0	0
46	Gujarat	Bharuch	98	55	0	0	6	6	1	0	0
47	Gujarat	Bhavnagar	0	0	0	0	2	2	1	0	0
48	Gujarat	Botad	0	0	0	0	0	0	0	0	0
49	Gujarat	Dangs	121	90	0	0	16	16	1	1	0
50	Gujarat	Devbhumi Dwarka	0	0	0	0	5	5	1	0	0
51	Gujarat	Gir Somnath	32	28	0	0	22	22	1	0	0
52	Gujarat	Jamnagar	0	0	0	0	1	1	1	0	0
53	Gujarat	Junagadh	5	5	0	0	4	4	1	0	0
54	Gujarat	Morbi	0	0	0	0	2	2	0	0	0
55	Gujarat	Narmada	838	614	0	0	46	46	1	2	0
56	Gujarat	Navsari	361	264	0	0	111	111	1	3	0
57	Gujarat	Porbandar	0	0	0	0	0	0	1	0	0
58	Gujarat	Rajkot	0	0	0	0	2	2	0	0	0
59	Gujarat	Sabar Kantha	118	72	1.55	2	11	11	1	0	0
60	Gujarat	Surat	792	618	0	0	81	81	1	0	0
61	Gujarat	Surendranagar	2874	1934	0	0	8	8	1	0	0

62	Gujarat	Tapi	2280	1074	0	0	115	115	1	3	1
63	Gujarat	Valsad	4760	3251	0	0	129	129	1	4	1
64	Jharkhand	Bokaro	16	11	0	0	4	1	0	0	0
65	Jharkhand	Chatra	708	319	27.810	4	67	18	0	1	0
66	Jharkhand	Deoghar	169	102	1.400	0	61	12	0	1	0
67	Jharkhand	Dhanbad	48	28	0	0	1	0	0	0	0
68	Jharkhand	Dumka	4662	1059	47.984	3	433	123	10	5	0
69	Jharkhand	East Singhbum	1206	546	44.605	0	270	21	7	4	0
70	Jharkhand	Garhwa	2754	727	93.460	0	194	42	1	4	0
71	Jharkhand	Giridih	42	25	0	0	6	4	0	1	0
72	Jharkhand	Godda	4284	1179	106.795	0	203	13	5	4	0
73	Jharkhand	Gumla	1816	463	137.701	17	59	20	7	5	0
74	Jharkhand	Hazaribagh	144	99	7.325	0	35	4	4	1	0
75	Jharkhand	Jamtara	277	123	17.090	0	72	18	0	0	0
76	Jharkhand	Khunti	1	1	0	0	1	0	1	0	0
77	Jharkhand	Koderma	49	43	4.678	0	16	2	0	0	0
78	Jharkhand	Latehar	792	385	63.965	0	125	67	0	2	0
79	Jharkhand	Lohardaga	340	121	12.580	0	37	15	2	1	0
80	Jharkhand	Pakur	7229	2462	144.433	0	345	8	0	4	0
81	Jharkhand	Palamu	1850	694	175.497	11	139	71	0	1	0
82	Jharkhand	Ramgarh	46	13	0	0	10	3	3	0	0
83	Jharkhand	Ranchi	25	8	0.000	0	10	2	0	0	0

84	Jharkhand	Sahebganj	9699	2538	303.525	0	300	27	10	5	0
85	Jharkhand	Saraikela Kharsawan	302	86	10.500	0	24	5	0	0	0
86	Jharkhand	Simdega	74	40	5.59	0	14	5	3	0	0
87	Jharkhand	West Singhbhum	24	13	0	0	8	5	2	0	0
88	Karnataka	Chamarajanagar	27	10	5.58	0	11	7	1	0	0
89	Karnataka	Dakshina Kannada	16	1	5.750	0	127	58	1	0	0
90	Karnataka	Kodagu	1	0	13.190	9	66	33	1	4	0
91	Karnataka	Mysuru	1008	69	33.405	0	96	47	1	1	0
92	Karnataka	Udupi	0	0	5.831	5	152	75	1	2	0
93	Kerala	Kasaragod	23	0	0	0	21		1	0	0
94	Kerala	Kozhikode	2	0	0	0	3		1	0	0
95	Kerala	Malappuram	22	0	0	0	18	1	6	1	0
96	Kerala	Palakkad	215	0	0	0	16	0	5	1	0
97	Kerala	Thrissur	124	0	0	0	2	0	1	1	0
98	Kerala	Wayanad	798	29	0	0	36	0	10	1	0
99	Madhya Pradesh	Anuppur	3908	3606	213.845	101	198	113	3	4	0
100	Madhya Pradesh	Ashoknagar	10028	5725	77.855	27	383	112	4	7	0

101	Madhya Pradesh	Balaghat	4187	3161	121.450	33	210	171	6	6	0
102	Madhya Pradesh	Bhind	52	51	0	0	3	2	0	0	0
103	Madhya Pradesh	Chhindwara	5797	5745	156.045	18	164	61	1	2	0
104	Madhya Pradesh	Datia	1105	759	14.700	3	72	46	2	4	0
105	Madhya Pradesh	Dindori	8017	4660	130.300	54	349	149	5	8	0
106	Madhya Pradesh	Guna	10887	8313	41.845	25	340	141	5	7	0
107	Madhya Pradesh	Gwalior	6047	4140	36.710	14	138	114	5	8	0
108	Madhya Pradesh	Jabalpur	1443	1316	12.23	5	58	41	1	0	0
109	Madhya Pradesh	Katni	115	114	3.5	0	11	6	1	0	0
110	Madhya Pradesh	Maihar	7	7	2.850	2	2	0	1	0	0
111	Madhya Pradesh	Mandla	7975	6623	133.445	62	408	294	5	12	0
112	Madhya	Morena	2097	1597	3.600	3	36	23	2	4	0

	Pradesh										
113	Madhya Pradesh	Narsimhapur	523	402	64.200	3	22	14	1	0	0
114	Madhya Pradesh	Raisen	218	216	0	0	22	14	1	0	0
115	Madhya Pradesh	Seoni	856	729	2.675	0	71	41	0	0	0
116	Madhya Pradesh	Shahdol	19602	15571	84.779	51	431	338	10	6	0
117	Madhya Pradesh	Sheopur	25379	19218	60.830	19	208	105	2	4	0
118	Madhya Pradesh	Shivpuri	43857	33947	189.448	79	595	147	11	13	0
119	Madhya Pradesh	Sidhi	5748	4708	218.839	53	164	34	6	5	0
120	Madhya Pradesh	Singrauli	7362	2360	96.11	22	292	19	0	0	0
121	Madhya Pradesh	Umaria	15699	10293	64.165	9	289	180	1	6	0
122	Madhya Pradesh	Vidisha	7516	5990	105.58	46	411	139	1	10	0
123	Maharashtra	Ahilyanagar	78	24	0	0	11	7	0	0	0
124	Maharashtra	Amravati	24	20	0	0	3	3	0	0	0

125	Maharashtra	Chandrapur	450	183	0	0	50	17	3	0	0
126	Maharashtra	Gadchiroli	6879	3883	36.25	0	219	190	13	2	0
127	Maharashtra	Kolhapur	10	9	0	0	4	4	1	0	0
128	Maharashtra	Mumbai	0	0	0	0	0	0	0	0	0
129	Maharashtra	Nanded	195	161	0	0	22	11	2	1	0
130	Maharashtra	Nashik	2430	1308	3.46	0	153	99	5	2	0
131	Maharashtra	Palghar	10455	3636	0	0	338	46	8	0	0
132	Maharashtra	Pune	1516	93	0	0	217	154	7	0	0
133	Maharashtra	Raigad	11458	5473	14.035	0	625	439	15	6	0
134	Maharashtra	Ratnagiri	560	336	0	0	99	39	4	0	0
135	Maharashtra	Satara	661	65	0	0	54	40	2	0	0
136	Maharashtra	Sindhudurg	42	3	0	0	14	2	1	0	0
137	Maharashtra	Thane	11987	3257	0	0	453	199	10	0	0
138	Maharashtra	Wardha	348	125	0	0	77	71	4	8	0
139	Maharashtra	Yavatmal	7043	2078	0	0	434	255	9	6	0
140	Manipur	Kangpokpi	240	0	0	0	1		0	0	0
141	Manipur	Senapati	1905	0	35.22	0	26	2	0	6	0
142	Odisha	Anugul	775	740	0	0	42	16	1	0	0
143	Odisha	Deogarh	927	860	24.670	22	35	32	1	5	0
144	Odisha	Dhenkanal	2760	2653	0	0	86	38	7	6	0
145	Odisha	Gajapati	4400	3105	38.050	33	138	13	4	3	0
146	Odisha	Ganjam	342	136	46.871	11	74	24	1	2	0
147	Odisha	Jajapur	71	65	0	0	6	6	1	0	0

148	Odisha	Kalahandi	6133	3660	19.750	0	225	94	2	8	0
149	Odisha	Kandhamal	1250	751	9.200	3	68	40	4	8	0
150	Odisha	Kendujhar	10161	8420	6.430	0	221	198	4	6	0
151	Odisha	Malkangiri	3051	1036	9.500	1	87	10	7	16	0
152	Odisha	Mayurbhanj	1892	1370	10.800	6	61	28	11	2	0
153	Odisha	Nuapada	520	302	0	0	29	29	2	2	0
154	Odisha	Rayagada	7701	6435	42.170	34	107	60	4	15	0
155	Odisha	Sundargarh	1138	852	3.700	2	25	20	1	3	0
156	Rajasthan	Baran	22593	13178	81.237	35	339	41	6	21	0
157	Tamil Nadu	Ariyalur	426	266	0	0	72	72	4	0	0
158	Tamil Nadu	Chengalpattu	942	404	0	0	155	153	10	0	0
159	Tamil Nadu	Coimbatore	479	290	7.75	0	10	10	4	0	0
160	Tamil Nadu	Cuddalore	643	410	0	0	150	150	11	0	0
161	Tamil Nadu	Dharmapuri	787	597	1.52	0	55	0	9	0	0
162	Tamil Nadu	Kallakurichi	18	18	0	0	8	5	0	0	0
163	Tamil Nadu	Kancheepuram	734	384	0	0	162	162	5	2	0
164	Tamil Nadu	Krishnagiri	586	374	0	0	95	11	8	0	0
165	Tamil Nadu	Namakkal	54	54	0	0	6	6	1	0	0
166	Tamil Nadu	Perambalur	24	24	0	0	3	2	0	0	0
167	Tamil Nadu	Ranipet	856	490	0	0	62	62	5	0	0
168	Tamil Nadu	Salem	8	7	0	0	4	2	0	0	0

169	Tamil Nadu	The Nilgiris	1857	626	0	0	23	23	6	2	0
170	Tamil Nadu	Thiruvallur	2267	1400	0	0	141	141	10	4	2
171	Tamil Nadu	Tiruchirappalli	2	2	0	0	2	2	0	0	0
172	Tamil Nadu	Tirunelveli	6	6	0	0	1	0	0	0	0
173	Tamil Nadu	Tirupathur	276	206	0	0	29	29	3	0	0
174	Tamil Nadu	Tiruppur	34	34	0	0	0	0	0	0	0
175	Tamil Nadu	Tiruvannamalai	706	535	0	0	245	243	16	0	0
176	Tamil Nadu	Vellore	169	124	1.69	0	34	34	2	0	0
177	Tamil Nadu	Viluppuram	2173	1402	0	0	280	280	11	0	0
178	Telangana	Adilabad	4462	0	43.875	0	104	104	0	6	0
179	Telangana	Bhadradri Kothagudem	150	0	0	0	4	4	17	0	0
180	Telangana	Kumuram Bheem Asifabad	2104	0	19.85	1	69	69	10	4	1
181	Telangana	Mahabubnagar	224	0	0	0	12	12	0	0	0
182	Telangana	Mancherial	177	0	3.25	0	18	18	0	1	0
183	Telangana	Nagarkurnool	451	0	0	0	47	47	1	4	0

184	Telangana	Nalgonda	100	0	0	0	7	7	0	0	0
185	Telangana	Nirmal	389	0	0	0	18	18	0	0	0
186	Telangana	Ranga Reddy	49	0	0	0	6	6	0	0	0
187	Telangana	Vikarabad	306	0	0	0	21	21	1	1	0
188	Tripura	Dhalai	4062	4054	54.217	0	68	5	1	8	0
189	Tripura	Gomati	3431	3345	75.78	3	59	3	1	9	0
190	Tripura	Khowai	655	653	4.133	0	11	4	1	3	0
191	Tripura	North Tripura	6791	6529	107.62	0	35	8	1	3	0
192	Tripura	Sepahijala	1	1	0	0	6	0	1	0	0
193	Tripura	South Tripura	1490	1450	11.237	0	55	3	0	5	0
194	Tripura	Unakoti	782	780	15.491	0	21	4	1	4	0
195	Tripura	West Tripura	0	0	0	0	3	1	0	0	0
196	Uttar Pradesh	Bijnor	145	132	0	0	7	7	2	0	0
197	Uttarakhand	Champawat	14	14	0	0	1	1	1	1	0
198	Uttarakhand	Dehradun	432	346	0	0	40	40	6	0	0
199	Uttarakhand	Haridwar	532	352	0	0	4	2	6	0	0
200	Uttarakhand	Nainital	155	129	0	0	13	12	3	1	0
201	Uttarakhand	Pauri Garhwal	0	0	0	0	0	0	0	0	0

202	Uttarakhand	Pithoragarh	81	81	0	0	7	7	3	1	0
203	Uttarakhand	Udam Singh Nagar	925	917	0	0	52	34	5	2	0
204	West Bengal	Alipurduar	0	0	0	0	1	0	1	0	0
205	West Bengal	Jhargram	0	0	0	0	209	72	7	0	0
206	West Bengal	Paschim Medinipur	0	0	0	0	206	14	3	0	0
207	West Bengal	Purulia	0	0	0	0	5	0	3	0	0
Total			**479471**	**277775**	**7597.81**	**2681**	**18850**	**8618**	**694**	**500**	**8**

Ministry/Intervention			**MoWCD (POSHAN 2.0)**		**MoC (DoT-USOF)**		**MoP (RDSS)**		**MnRE**		**MoTA**			
SN	**Name of State**	**Name of District**	**No of AWCs sanctioned**	**No of AWCs Operational**	**No of PVTG Habitations Sanctioned for coverage**	**No of PVTG Habitations covered**	**HHs sanctioned**	**HHs Electrified**	**HHs sanctioned**	**HH Electrified**	**No of MPCs sanctioned**	**No of MPCs work completed**	**No of VDVKs sanctioned**	**No of VDVKs business started**
1	Andaman and Nicobar Islands	North and Middle Andaman	0	0	0	0	0	0	0	0	0	0	0	0

2	Andaman and Nicobar Islands	South Andamans	0	0	1	1	0	0	0	0	0	0	1	1
3	Andhra Pradesh	Alluri Sitharama Raju	155	41	1051	925	17483	17279	731	315	66	47	16	16
4	Andhra Pradesh	Anakapalli	0	0	13	9	160	160	0	0	0	0	0	0
5	Andhra Pradesh	Dr. B.R. Ambedkar Konaseema	0	0	0	0	0	0	0	0	0	0	0	0
6	Andhra Pradesh	East Godavari	0	0	0	0	39	39	0	0	0	0	0	0
7	Andhra Pradesh	Eluru	0	0	49	34	1196	1196	305	35	16	12	4	4
8	Andhra Pradesh	Kakinada	0	0	15	14	0	0	0	0	0	0	0	0
9	Andhra Pradesh	Nandyal	0	0	4	3	213	149	0	0	0	0	0	0
10	Andhra Pradesh	Ntr	0	0	0	0	0	0	0	0	0	0	0	0
11	Andhra Pradesh	Palnadu	0	0	4	0	772	770	0	0	0	0	0	0
12	Andhra Pradesh	Parvathipuram Manyam	10	7	338	254	3407	3400	28	6	26	23	15	15
13	Andhra Pradesh	Prakasam	1	0	19	9	982	982	611	611	2	2	0	0

14	Andhra Pradesh	Srikakulam	25	25	157	92	851	851	0	0	15	13	38	38
15	Andhra Pradesh	Vizianagaram	1	0	8	6	150	99	0	0	0	0	0	0
16	Bihar	Banka	1	1	0	0	0	0	0	0	0	0	0	0
17	Bihar	Bhagalpur	11	11	0	0	0	0	0	0	0	0	0	0
18	Bihar	Gaya	3	3	0	0	0	0	0	0	3	0	0	0
19	Bihar	Kaimur (Bhabua)	1	1	0	0	0	0	0	0	0	0	0	0
20	Bihar	Katihar	12	12	0	0	0	0	0	0	0	0	0	0
21	Bihar	Kishanganj	9	9	0	0	0	0	0	0	1	0	0	0
22	Bihar	Madhepura	7	7	0	0	0	0	0	0	1	0	0	0
23	Bihar	Nawada	4	4	0	0	0	0	0	0	0	0	0	0
24	Bihar	Purnia	7	6	0	0	0	0	0	0	2	0	0	0
25	Bihar	Supaul	4	4	0	0	0	0	0	0	0	0	0	0
26	Chhattisgarh	Balodabazar-Bhatapara	0	0	0	0	21	21	0	0	0	0	0	0
27	Chhattisgarh	Balrampur-Ramanujgan	4	4	21	16	1047	1047	18	18	9	2	2	2

		j											
28	Chhattisgarh	Bilaspur	8	8	8	4	61	61	1	1	2	1	0	0
29	Chhattisgarh	Dhamtari	19	19	3	2	312	312	54	54	2	1	1	1
30	Chhattisgarh	Gariyaband	9	9	23	11	1122	1122	91	53	6	1	2	2
31	Chhattisgarh	Gaurela-Pendra-Marwahi	1	1	17	3	137	137	30	0	4	3	3	3
32	Chhattisgarh	Jashpur	17	17	42	14	1464	1464	136	43	11	11	2	2
33	Chhattisgarh	Kabeerdham	50	50	25	23	507	506	347	208	7	2	2	2
34	Chhattisgarh	Khairagarh-Chhuikhadan-Gandai	8	8	11	9	527	527	34	19	3	3	0	0
35	Chhattisgarh	Kondagaon	0	0	0	0	0	0	8	8	0	0	0	0
36	Chhattisgarh	Korba	5	5	9	1	168	168	34	31	2	1	0	0
37	Chhattisgarh	Mahasamund	1	1	1	0	333	333	0	0	2	2	0	0
38	Chhattisgarh	Manendragarh-Chirmiri-Bharatpur	1	1	14	6	455	455	19	19	4	2	1	1
39	Chhattisgarh	Mungeli	0	0	3	1	33	33	118	50	2	0	0	0
40	Chhattisgarh	Narayanpur	46	46	28	5	252	252	164	86	10	0	2	2
41	Chhattisgarh	Raigarh	3	3	2	1	28	28	27	27	2	2	0	0
42	Chhattisgarh	Surguja	19	19	36	16	856	681	387	90	9	2	1	1
43	Chhattisgarh	Uttar Bastar Kanker	0	0	4	4	13	13	22	22	0	0	0	0

44	Gujarat	Ahmedabad	1	1	0	0	306	306	0	0	0	0	0	0
45	Gujarat	Amreli	1	1	0	0	0	0	0	0	0	0	0	0
46	Gujarat	Bharuch	0	0	1	1	121	121	0	0	0	0	2	2
47	Gujarat	Bhavnagar	1	1	0	0	0	0	0	0	0	0	0	0
48	Gujarat	Botad	0	0	0	0	0	0	0	0	0	0	0	0
49	Gujarat	Dangs	5	5	0	0	48	48	0	0	0	0	4	4
50	Gujarat	Devbhumi Dwarka	5	5	0	0	0	0	0	0	0	0	0	0
51	Gujarat	Gir Somnath	3	3	0	0	95	95	0	0	0	0	0	0
52	Gujarat	Jamnagar	1	1	0	0	19	19	0	0	0	0	0	0
53	Gujarat	Junagadh	0	0	0	0	0	0	0	0	0	0	0	0
54	Gujarat	Morbi	0	0	0	0	0	0	0	0	0	0	0	0
55	Gujarat	Narmada	3	3	3	1	575	575	0	0	4	2	2	2
56	Gujarat	Navsari	0	0	2	2	581	581	0	0	1	1	3	3
57	Gujarat	Porbandar	0	0	0	0	0	0	0	0	0	0	0	0

58	Gujarat	Rajkot	4	4	0	0	20	20	0	0	0	0	0	0
59	Gujarat	Sabar Kantha	4	4	2	2	39	39	0	0	3	2	0	0
60	Gujarat	Surat	4	4	3	3	1121	1121	0	0	0	0	2	2
61	Gujarat	Surendranagar	5	5	0	0	838	838	0	0	0	0	0	0
62	Gujarat	Tapi	9	9	8	7	1972	1972	0	0	22	2	2	2
63	Gujarat	Valsad	21	21	32	25	891	891	0	0	9	2	6	6
64	Jharkhand	Bokaro	0	0	0	0	44	39	0	0	0	0	0	0
65	Jharkhand	Chatra	20	20	26	18	304	303	123	123	0	0	0	0
66	Jharkhand	Deoghar	3	1	4	4	0	0	0	0	3	0	0	0
67	Jharkhand	Dhanbad	0	0	0	0	33	29	0	0	0	0	0	0
68	Jharkhand	Dumka	35	34	71	59	523	523	41	41	4	2	9	9
69	Jharkhand	East Singhbum	23	19	77	46	1442	1442	0	0	17	0	9	9
70	Jharkhand	Garhwa	24	22	31	17	529	515	183	183	8	0	0	0
71	Jharkhand	Giridih	4	0	0	0	116	116	0	0	3	0	0	0
72	Jharkhand	Godda	61	33	126	110	2588	1829	0	0	6	3	0	0
73	Jharkhand	Gumla	24	19	63	49	2336	2105	797	797	13	12	10	10
74	Jharkhand	Hazaribagh	8	8	0	0	21	21	0	0	0	0	0	0
75	Jharkhand	Jamtara	6	6	2	2	173	173	0	0	3	3	0	0
76	Jharkhand	Khunti	0	0	1	0	0	0	0	0	0	0	1	1

77	Jharkhand	Koderma	1	0	0	0	79	73	143	143	0	0	0	0
78	Jharkhand	Latehar	5	5	13	13	16	7	175	175	5	3	0	0
79	Jharkhand	Lohardaga	11	11	14	12	0	0	68	68	5	3	0	0
80	Jharkhand	Pakur	126	54	98	90	1197	1197	242	242	1	1	0	0
81	Jharkhand	Palamu	42	38	25	20	926	926	89	89	22	7	0	0
82	Jharkhand	Ramgarh	0	0	0	0	115	115	0	0	0	0	0	0
83	Jharkhand	Ranchi	7	7	1	1	20	20	0	0	6	0	0	0
84	Jharkhand	Sahebganj	80	68	128	115	1736	1736	165	165	14	11	0	0
85	Jharkhand	Saraikela Kharsawan	7	7	6	3	63	63	97	97	3	1	6	6
86	Jharkhand	Simdega	2	2	2	2	60	60	59	59	0	0	0	0
87	Jharkhand	West Singhbhum	6	4	0	0	123	123	0	0	0	0	0	0
88	Karnataka	Chamarajan agar	4	4	4	4	197	176	0	0	6	5	0	0
89	Karnataka	Dakshina Kannada	1	1	5	2	1	1	0	0	4	0	0	0
90	Karnataka	Kodagu	5	5	10	10	604	509	108	115	13	10	12	0
91	Karnataka	Mysuru	13	13	3	2	852	852	71	64	33	15	21	21
92	Karnataka	Udupi	0	0	14	9	8	8	0	0	18	3	0	0
93	Kerala	Kasaragod	0	0	0	0	35	22	0	0	1	1	0	0
94	Kerala	Kozhikode	0	0	0	0	11	11	0	0	1	0	0	0

95	Kerala	Malappuram	0	0	2	2	38	24	8	0	1	0	0	0
96	Kerala	Palakkad	3	3	16	10	221	38	90	0	2	0	5	5
97	Kerala	Thrissur	0	0	1	1	40	40	0	0	2	0	0	0
98	Kerala	Wayanad	2	2	30	18	0	0	0	0	8	3	3	2
99	Madhya Pradesh	Anuppur	26	26	43	12	1366	1128	177	0	9	3	8	8
100	Madhya Pradesh	Ashoknagar	61	61	17	15	1217	1102	0	0	11	8	4	4
101	Madhya Pradesh	Balaghat	10	10	19	15	1716	1592	35	35	2	1	2	2
102	Madhya Pradesh	Bhind	1	1	0	0	44	43	0	0	0	0	0	0
103	Madhya Pradesh	Chhindwara	13	13	12	2	1096	770	272	242	1	1	14	14
104	Madhya Pradesh	Datia	23	23	0	0	506	489	21	21	4	2	3	3
105	Madhya Pradesh	Dindori	44	44	43	17	1039	902	79	79	0	0	0	0
106	Madhya Pradesh	Guna	74	74	0	0	2275	2227	0	0	1	1	5	5
107	Madhya Pradesh	Gwalior	35	35	0	0	216	216	0	0	2	1	0	0
108	Madhya	Jabalpur	11	11	1	0	270	270	0	0	0	0	0	0

	Pradesh												
109	Madhya Pradesh	Katni	1	1	0	0	57	57	0	0	1	1	0	0
110	Madhya Pradesh	Maihar	0	0	0	0	0	0	0	0	1	1	0	0
111	Madhya Pradesh	Mandla	9	9	14	6	986	802	30	30	6	4	0	0
112	Madhya Pradesh	Morena	13	13	1	1	112	112	0	0	0	0	0	0
113	Madhya Pradesh	Narsimhapur	8	8	2	0	29	29	0	0	1	1	4	4
114	Madhya Pradesh	Raisen	2	2	0	0	330	257	0	0	0	0	0	0
115	Madhya Pradesh	Seoni	3	3	0	0	0	0	0	0	0	0	0	0
116	Madhya Pradesh	Shahdol	66	66	22	7	1736	1228	407	366	11	7	26	26
117	Madhya Pradesh	Sheopur	95	95	7	6	1578	1282	0	0	24	12	0	0
118	Madhya Pradesh	Shivpuri	104	104	6	6	4525	3915	239	239	33	27	8	8
119	Madhya Pradesh	Sidhi	15	15	15	7	1848	1703	110	109	3	2	5	5
120	Madhya Pradesh	Singrauli	26	26	0	0	3630	3000	0	0	0	0	0	0
121	Madhya Pradesh	Umaria	50	50	14	4	699	699	0	0	11	6	0	0

122	Madhya Pradesh	Vidisha	14	14	1	0	4941	4341	0	0	4	4	4	4
123	Maharashtra	Ahilyanagar	0	0	4	4	56	56	0	0	1	1	0	0
124	Maharashtra	Amravati	0	0	0	0	0	0	0	0	0	0	0	0
125	Maharashtra	Chandrapur	0	0	17	16	367	367	0	0	2	2	3	3
126	Maharashtra	Gadchiroli	25	25	206	194	544	544	0	0	24	23	3	3
127	Maharashtra	Kolhapur	0	0	0	0	7	7	0	0	0	0	0	0
128	Maharashtra	Mumbai	0	0	0	0	0	0	0	0	0	0	0	0
129	Maharashtra	Nanded	1	1	0	0	140	140	0	0	4	4	0	0
130	Maharashtra	Nashik	12	12	19	11	1459	1459	0	0	3	5	4	4
131	Maharashtra	Palghar	14	14	21	15	276	276	0	0	30	30	8	8
132	Maharashtra	Pune	11	11	10	7	1134	1134	0	0	0	0	0	0
133	Maharashtra	Raigad	62	62	58	33	3913	3913	0	0	22	20	3	3
134	Maharashtra	Ratnagiri	10	10	2	1	0	0	0	0	0	0	0	0
135	Maharashtra	Satara	2	2	0	0	44	39	0	0	0	0	0	0
136	Maharashtra	Sindhudurg	0	0	1	0	74	74	0	0	0	0	0	0
137	Maharashtra	Thane	22	22	36	21	447	447	0	0	5	4	5	5
138	Maharashtra	Wardha	0	0	10	9	56	56	0	0	3	2	0	0
139	Maharashtra	Yavatmal	19	19	46	23	731	704	0	0	27	23	14	14
140	Manipur	Kangpokpi	63	13	0	0	0	0	0	0	1	1	0	0
141	Manipur	Senapati	12	12	0	0	0	0	0	0	10	10	2	2

142	Odisha	Anugul	4	4	21	13	395	353	0	0	4	4	2	2
143	Odisha	Deogarh	2	2	5	3	213	213	0	0	1	1	3	2
144	Odisha	Dhenkanal	3	3	6	3	128	118	0	0	1	0	0	0
145	Odisha	Gajapati	11	11	55	36	351	351	0	0	8	8	6	6
146	Odisha	Ganjam	2	2	49	13	176	176	0	0	5	3	3	3
147	Odisha	Jajapur	6	6	11	9	83	71	0	0	1	1	0	0
148	Odisha	Kalahandi	15	15	81	57	186	186	0	0	15	11	4	3
149	Odisha	Kandhamal	1	1	39	17	350	256	0	0	11	6	6	2
150	Odisha	Kendujhar	14	14	36	12	507	507	0	0	4	4	2	2
151	Odisha	Malkangiri	0	0	38	20	232	232	0	0	3	1	5	5
152	Odisha	Mayurbhanj	4	4	5	3	814	814	0	0	1	1	18	7
153	Odisha	Nuapada	2	2	10	7	188	188	0	0	1	0	2	2
154	Odisha	Rayagada	24	24	129	88	1713	1274	0	0	18	9	13	13
155	Odisha	Sundargarh	1	1	27	16	402	402	0	0	1	1	2	2
156	Rajasthan	Baran	51	51	4	3	16023	16023	0	0	18	13	51	51

157	Tamil Nadu	Ariyalur	0	0	1	1	304	292	0	0	0	0	5	5
158	Tamil Nadu	Chengalpattu	1	1	5	4	2080	694	0	0	3	3	2	2
159	Tamil Nadu	Coimbatore	0	0	21	11	847	836	0	0	12	2	10	8
160	Tamil Nadu	Cuddalore	0	0	12	12	122	122	0	0	3	3	0	0
161	Tamil Nadu	Dharmapuri	3	3	4	2	387	288	0	0	4	4	0	0
162	Tamil Nadu	Kallakurichi	2	2	2	2	57	48	0	0	0	0	0	0
163	Tamil Nadu	Kancheepuram	3	3	0	0	538	245	0	0	0	0	0	0
164	Tamil Nadu	Krishnagiri	0	0	15	10	252	132	0	0	13	7	0	0
165	Tamil Nadu	Namakkal	0	0	0	0	0	0	0	0	0	0	4	4
166	Tamil Nadu	Perambalur	2	2	0	0	4	4	0	0	0	0	0	0
167	Tamil Nadu	Ranipet	3	3	6	6	472	311	0	0	2	1	0	0
168	Tamil Nadu	Salem	1	1	0	0	11	11	0	0	0	0	0	0
169	Tamil Nadu	The Nilgiris	16	16	53	22	1078	1078	0	0	14	5	6	4
170	Tamil Nadu	Thiruvallur	3	3	9	6	2290	1219	0	0	0	0	0	0
171	Tamil Nadu	Tiruchirappalli	0	0	0	0	9	9	0	0	0	0	0	0
172	Tamil Nadu	Tirunelveli	0	0	1	1	0	0	0	0	0	0	0	0
173	Tamil Nadu	Tirupathur	1	1	13	8	261	142	0	0	0	0	2	2
174	Tamil Nadu	Tiruppur	0	0	0	0	0	0	0	0	0	0	0	0
175	Tamil Nadu	Tiruvannamalai	13	13	23	22	847	816	0	0	5	4	8	4
176	Tamil Nadu	Vellore	0	0	2	2	25	25	0	0	0	0	0	0
177	Tamil Nadu	Viluppuram	7	7	0	0	1263	753	0	0	4	4	0	0
178	Telangana	Adilabad	37	32	27	10	1497	1468	55	55	35	23	25	25

179	Telangana	Bhadradri Kothagudem	1	1	1	1	0	0	0	0	0	0	0	0
180	Telangana	Kumuram Bheem Asifabad	33	33	53	31	1591	1591	18	18	23	17	0	0
181	Telangana	Mahabubnagar	0	0	0	0	28	28	0	0	4	0	0	0
182	Telangana	Mancherial	6	6	0	0	161	160	0	0	2	2	0	0
183	Telangana	Nagarkurnool	1	1	18	2	279	279	36	36	2	2	0	0
184	Telangana	Nalgonda	0	0	2	2	4	4	0	0	0	0	0	0
185	Telangana	Nirmal	5	5	2	0	141	141	17	17	0	0	0	0
186	Telangana	Ranga Reddy	2	2	0	0	77	77	0	0	1	0	0	0
187	Telangana	Vikarabad	0	0	0	0	136	136	0	0	6	0	0	0
188	Tripura	Dhalai	62	62	43	42	2881	2752	1027	1027	11	11	9	9
189	Tripura	Gomati	72	72	11	5	1473	1137	0	0	15	5	5	5
190	Tripura	Khowai	4	4	2	2	489	489	268	268	2	0	2	2
191	Tripura	North Tripura	44	44	7	7	5737	5737	408	408	5	4	7	7
192	Tripura	Sepahijala	0	0	0	0	0	0	0	0	0	0	0	0
193	Tripura	South Tripura	33	33	0	0	734	692	0	0	8	2	3	3

194	Tripura	Unakoti	6	6	2	1	968	906	0	0	9	0	4	4
195	Tripura	West Tripura	0	0	0	0	0	0	0	0	0	0	0	0
196	Uttar Pradesh	Bijnor	1	1	5	2	316	195	0	0	5	4	5	3
197	Uttarakhand	Champawat	0	0	0	0	0	0	0	0	1	0	0	0
198	Uttarakhand	Dehradun	4	4	0	0	462	462	0	0	0	0	4	0
199	Uttarakhand	Haridwar	0	0	0	0	119	119	0	0	1	1	0	0
200	Uttarakhand	Nainital	0	0	1	1	81	81	0	0	0	0	0	0
201	Uttarakhand	Pauri Garhwal	0	0	0	0	0	0	0	0	0	0	0	0
202	Uttarakhand	Pithoragarh	2	1	1	0	0	0	0	0	6	5	0	0
203	Uttarakhand	Udam Singh Nagar	1	1	0	0	7	7	0	0	7	3	5	5
204	West Bengal	Alipurduar	0	0	0	0	11	11	0	0	0	0	4	0
205	West Bengal	Jhargram	0	0	6	1	1117	1117	0	0	0	0	0	0
206	West Bengal	Paschim Medinipur	0	0	6	2	2244	2244	0	0	0	0	0	0
207	West Bengal	Purulia	0	0	0	0	0	0	0	0	0	0	1	0
Total			**2498**	**2185**	**4247**	**3073**	**146291**	**135209**	**8823**	**7007**	**1000**	**604**	**540**	**491**

*As per information provided by the concerned Ministries/Departments.

STATEMENT-III

Details of financial progress for interventions of Ministry of Tribal Affairs under the abhiyan *

(a) Multi Purpose Centers (MPCs)

(in Rs. Cr)

S.N.	State	Approved Funds	Funds released during 2023-24	UC submitted	Funds released during 2024-25	UC submitted	Funds released during 2025-26	UC submitted	Bills Closed 2025-26 (SNA SPARSH)
1	ANDHRA PRADESH	75	14.97	14.97	5	4.9	27.52	0	7.66
2	BIHAR	4.2	0.00		0		2.1	0	0.00
3	CHHATTISGARH	45	8.52	7.90	0	0	0	0	8.48
4	GUJARAT	23.4	1.66	1.66	4.37	4	0	0	2.10
5	JHARKHAND	67.8	0.62	0.62	1.5	1.5	16.42	16.12	8.33
6	KARNATAKA	44.4	3.33	3.33	10.26	10.26	15.4	14.47	14.81
7	KERALA	9	2.29	1.32	0		0	0	0.88
8	MADHYA PRADESH	75	25.99	25.79	0		0	0	13.50
9	MAHARASHTRA	72.6	12.47	12.47	5	4.65	27.56	0	21.79
10	MANIPUR	6.6	0.00		0		3.3	0	0.00
11	ODISHA	44.4	12.68	12.68	23.92	21.71	0	0	1.92
12	RAJASTHAN	10.8	3.33	3.33	3.44	3.44	0	0	1.29
13	TAMIL NADU	36	5.20	5.20	20.67	20.67	0	0	5.07
14	TELANGANA	43.8	2.91	2.91	13.24	13.24	0	0	5.69

15	TRIPURA	30	4.57	4.57	7.5	7.5		0	6.57
16	UTTAR PRADESH	3	0.83	0.00	0		0	0	1.08
17	UTTARAKHAND	9	0.62	0.62	4.78	4.72	1.8	1.8	1.74
	Total	**600**	**99.99**	**97.37**	**99.68**	**96.59**	**94.1**	**32.39**	**100.90**

(b) Van Dhan Vikas Kendras (VDVKs)

Rs. Lakhs)

		FY 2023-24		**FY 2024-25**		**FY 2025-26**	
S. N.	**State/UT**	**Funds sanctioned**	**Funds released**	**Funds sanctioned**	**Funds released**	**Funds sanctioned**	**Funds released**
1	Andaman and Nicobar	2.8	1.4	0	0	0	1.4
2	Andhra Pradesh	307.55	153.825	0	0	0	0
3	Chhattisgarh	119.75	59.875	0	0	0	0
4	Gujarat	52.5	26.25	0	0	0	0
5	Jharkhand	143.8	72	0	0	0	0
6	Karnataka	89.2	29.2	2.6	0	0	16.7
7	Kerala	21.65	10.825	5.2	0	4.2	4.7

8	Madhya Pradesh	254.5	73.825	0	0	0	53.45
9	Manipur	0	0	30	15	0	15
10	Maharashtra	181.2	90.635	0	0	0	0
11	Odisha	178.4	88.91	0	0	84.55	42.27
12	Rajasthan	432.95	215.475	9.15	0	0	4.57
13	Tamil Nadu	120.15	60.075	0	0	0	0
14	Telangana	73.05	36.525	0	0	0	0
15	Tripura	127.5	57.35	0	0	0	5.35
16	Uttar Pradesh	15.95	7.97	0	0	0	0
17	Uttarakhand	15.7	7.85	16	0	0	8
18	West Bengal	0	0	0	0	13.9	6.95
	Grand Total	**2136.65**	**991.99**	**62.95**	**15**	**102. 65**	**158 .39**

* Details of funds allocated and utilized, district-wise, is not maintained in the Ministry. The responsibility of disbursing of funds to Districts lies with the State Government. The records of the funds utilised for interventions to be carried out by other Ministries/Departments is maintained by concerned Ministries / Departments.

STATEMENT- IV

List of projects sanctioned for Aspirational Districts of Kalahandi and Nuapada under ADP

S.No.	District	Name of the Project Sanctioned	Sanctioned Amount
1	Kalahandi	Anaemia Control Programme for Pregnant Women and adolescent girls	26,300,000
2	Kalahandi	Provision of 12 no.s of girls' toilets and 2 no.s of additional classrooms in Government Schools	3,700,000
3	Kalahandi	Provision for Infrastructural Development in 10 High Schools to prepare those as Model Schools	30,000,000
4	Kalahandi	Azadi ka Amrit Mahotsav (Capacity Building) – To commemorate the Azadi Ka Amrit Mahotsav in the 112 Aspirational Districts through activities which help showcase and document lessons from the Aspirational Districts under the broader theme of "Improving Local Governance"	120,000
5	Kalahandi	Strengthening ICDS in Tribal Blocks of Aspirational Districts	22,000,000
6	Kalahandi	Crop diversification from Paddy to High Value Crops	15,000,000
7	Kalahandi	Sampoornata Abhiyan – Launch & IEC activities	500,000
8	Nuapada	Sampoornata Abhiyan – Launch & IEC activities	500,000
9	Kalahandi	AI-Powered Anganwadi Centres for Early Childhood Development and Nutrition Monitoring in Kalahandi	11,500,000

10	Kalahandi	Sampoornata Abhiyan 2.0 – Launch & IEC activities	500,000
11	Nuapada	Provision for Infrastructural development of 57 high schools to prepare those as model schools	50,000,000
12	Nuapada	Setting up 2 seasonal hostels for children of migrants	30,000,000
13	Nuapada	Promotion of Zero Home delivery Provision of digital diagnostic kit for sub centers and development of equipment instrument and furniture for Health institutions	48,702,000
14	Nuapada	Sustainable intensification of groundnut cultivation to promote crop diversification and improved livelihood through holistic value addition and linking of farmers	19,606,000
15	Nuapada	Innovation in Education by introducing competitive studies and up-gradation of infrastructure for cognitive and intellectual development of local youth	41,692,000
16	Nuapada	Infrastructure Development in 25 Govt Schools with special focus on Girls High Schools	30,000,000
17	Nuapada	Azadi ka Amrit Mahotsav (Capacity Building) – To commemorate the Azadi Ka Amrit Mahotsav in the 112 Aspirational Districts through activities which help showcase and document lessons from the Aspirational Districts under the broader theme of “Improving Local Governance”	120,000
18	Nuapada	Sampoornata Abhiyan 2.0 – Launch & IEC activities	500,000

उत्पादन-संबद्ध प्रोत्साहन योजना

***79. श्रीमती कमलेश जांगड़े:**

श्रीमती शोभनाबेन महेन्द्रसिंह बारैया:

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे कि:

(क) खाद्य प्रसंस्करण उद्योग के लिए उत्पादन संबद्ध प्रोत्साहन योजना की वर्तमान स्थिति/कार्य-निष्पादन क्या है और इस योजना के अंतर्गत अब तक प्राप्त की गई उपलब्धियों का ब्यौराक्या है;

(ख) इसके अंतर्गत अब तक कुल कितना निवेश आकर्षित किया गया है, कितना अतिरिक्त उत्पादन हुआ है और कितना प्रत्यक्ष और अप्रत्यक्ष रोजगार सृजित हुआ है;

(ग) छत्तीसगढ़ सहित देश में मेगा फूड पार्कों के विकास और प्रचालन तथा संगठित खाद्य प्रसंस्करण क्षेत्र, कृषि मूल्य श्रृंखला, किसानों की आय में वृद्धि और खाद्य बर्बादी को कम करने में उनके योगदान का ब्यौरा क्या है;

(घ) सरकार द्वारा भारतीय खाद्य उत्पादों के निर्यात को बढ़ाने, उनकी ब्रांडिंग, गुणवत्ता मानकों के उन्नयन, मूल्यवर्धन और खाद्य प्रसंस्करण उद्योग में आधुनिक प्रौद्योगिकियों और नवाचारों को अपनाने के लिए क्या कदम उठाए गए हैं; और

(ङ) देश में विशेषकर उत्तर-पूर्वी राज्यों में नए मेगा पार्क की स्थापना की वर्तमान स्थिति क्या है?

खाद्य प्रसंस्करण उद्योग मंत्री (श्री चिराग पासवान):

(क) और (ख) खाद्य प्रसंस्करण उद्योग मंत्रालय, वित्तीय वर्ष 2021-22 से 2026-27 की अवधि के लिए ₹10,900 करोड़ के स्वीकृत परिव्यय के साथ खाद्य प्रसंस्करण उद्योग के लिए उत्पादन संबद्ध प्रोत्साहन योजना (पीएलआईएसएफ़पीआई) लागू कर रहा है। यह योजना पात्र वृद्धिशील बिक्री की उपलब्धि पर प्रदर्शन-आधारित प्रोत्साहन प्रदान करती है और इसका उद्देश्य घरेलू प्रसंस्करण और मूल्यवर्धन को बढ़ावा देना, वैश्विक खाद्य विनिर्माण दिग्गजों के निर्माण में सहायता करना, विदेशी बाजारों में भारतीय खाद्य ब्रांडों को बढ़ावा देना और रोजगार के अवसर पैदा करना

है। वर्तमान में इस योजना के अंतर्गत 127 कंपनियों के कुल 163 आवेदन शामिल हैं, जिनमें 69 सूक्ष्म, लघु और मध्यम उद्यम (एमएसएमई) हैं। इसमें स्वीकृत परियोजनाएं 22 राज्यों और 212 स्थानों में फैली हुई हैं। जून 2026 तक ₹3,271.44 करोड़ के प्रोत्साहन वितरित किए जा चुके हैं। इस योजना ने खाद्य प्रसंस्करण क्षमता के विस्तार, बिक्री और निर्यात में वृद्धि, निवेश जुटाने और रोजगार सृजन में योगदान दिया है। योजना के अंतर्गत किए गए निवेशों के परिणामस्वरूप 34 लाख मीट्रिक टन प्रति वर्ष की खाद्य प्रसंस्करण क्षमता का निर्माण हुआ है।

पीएलआईएसएफ़पीआई के अंतर्गत स्वीकृत आवेदकों ने ₹7,722 करोड़ के प्रतिबद्ध निवेश के मुकाबले ₹9,207 करोड़ का निवेश किया है और 2.50 लाख के लक्ष्य के मुकाबले लगभग 3.35 लाख प्रत्यक्ष और अप्रत्यक्ष रोजगार के अवसर पैदा किए हैं। पीएलआई -सहायता प्राप्त उत्पादों की बिक्री वित्त वर्ष 2019-20 में ₹58,758 करोड़ से बढ़कर वित्त वर्ष 2025-26 में ₹1,08,854 करोड़ हो गई है।

(ग) मंत्रालय ने वर्ष 2008 से अंब्रेला योजना प्रधानमंत्री किसान संपदा योजना के अंतर्गत एक घटक योजना के रूप में मेगा फूड पार्क योजना को लागू किया। इस योजना ने प्राथमिक प्रसंस्करण, भंडारण, सामान्य प्रसंस्करण और सक्षम करने वाली अवसंरचना के निर्माण के लिए क्लस्टर-आधारित हब-एंड-स्पोक दृष्टिकोण अपनाया। मेगा फ़ूड पार्क योजना दिनांक 01.04.2021 से बंद कर दी गई है, जिसमें प्रतिबद्ध देनदारियों को पूरा करने का प्रावधान है। इस योजना के अंतर्गत छत्तीसगढ़ सहित 25 राज्यों में कुल 41 मेगा फ़ूड पार्क स्वीकृत किए गए थे, जिनमें से 25 चालू हैं। इन परियोजनाओं से 28.56 लाख मीट्रिक टन प्रति वर्ष (एलएमटीपीए) की परिरक्षण क्षमता और 15.41 एलएमटीपीए की प्रसंस्करण क्षमता बनने की उम्मीद है। अब तक, 86,881 किसानों को लाभ हुआ है और लगभग 1,02,440 प्रत्यक्ष और अप्रत्यक्ष रोज़गार के अवसर पैदा हुए हैं। छत्तीसगढ़ में, रायपुर ज़िले में स्थित इंडस बेस्ट मेगा फ़ूड पार्क प्राइवेट लिमिटेड चालू है। इस योजना के अंतर्गत निर्मित अवसंरचना किसानों, प्रसंस्करणकर्ताओं और बाजारों के बीच संबंधों को समर्थन देता है और प्रसंस्करण, परिरक्षण तथा मूल्यवर्धन को सुगम बनाता है।

(घ) पीएलआईएसएफ़पीआई के अंतर्गत, सरकार 'ब्रांडिंग और मार्केटिंग' घटक के माध्यम से विदेशों में भारतीय खाद्य उत्पादों के निर्यात और ब्रांडिंग को बढ़ावा देती है। इसमें स्वीकृत आवेदकों को विदेश में ब्रांडिंग और मार्केटिंग पर हुए पात्र व्यय का 50% वित्तीय प्रोत्साहन के रूप में दिया जाता है, जो खाद्य उत्पादों की बिक्री के अधिकतम 3% या ₹50 करोड़ प्रति वर्ष, जो भी कम हो, के अध्यधीन है। पीएलआईएसएफ़पीआई पात्र वृद्धिशील बिक्री पर प्रदर्शन-आधारित प्रोत्साहन के माध्यम से घरेलू प्रसंस्करण और मूल्यवर्धन को भी बढ़ावा देता है। स्वीकृत आवेदकों द्वारा किए गए निवेशों ने प्रसंस्करण क्षमता के विस्तार और आधुनिक प्रसंस्करण, पैकेजिंग और विनिर्माण प्रौद्योगिकियों को अपनाने में सुविधा प्रदान की है। अभिनव और जैविक खाद्य उत्पादों में लगे लघु और मध्यम उद्यमों (एसएमई) के लिए योजना के अंतर्गत एक अलग श्रेणी भी प्रदान की गई है।

इसके अतिरिक्त, मंत्रालय प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन (पीएमएफ़एमई) योजना भी लागू कर रहा है। पीएमएफ़एमई योजना एक मांग-आधारित योजना है जिसका उद्देश्य क्षमता निर्माण, ऋण सहायता, प्रौद्योगिकी उन्नयन और बाजार संबंधों के माध्यम से सूक्ष्म खाद्य प्रसंस्करण उद्यमों के उन्नयन के लिए वित्तीय, तकनीकी और व्यावसायिक सहायता प्रदान करना है। यह योजना 35% क्रेडिट-लिंक्ड पूंजीगत सब्सिडी (प्रति इकाई अधिकतम ₹10 लाख) के माध्यम से नए उद्यमों की स्थापना और मौजूदा उद्यमों का उन्नयन, आधुनिक प्रसंस्करण, परीक्षण, पैकेजिंग और भंडारण अवसंरचना के साथ साझा अवसंरचना और साझा इनक्यूबेशन केंद्रों (सीआईसी) की स्थापना की सहायता करती है, और सामान्य ब्रांडों, पैकेजिंग, लेबलिंग और गुणवत्ता मानकीकरण के विकास के लिए पात्र परियोजना लागत के 50% तक ब्रांडिंग और विपणन सहायता प्रदान करती है। आधुनिक प्रौद्योगिकी को अपनाने और निर्यात तत्परता में सुधार करने के लिए, यह योजना निफ़्टम और राज्य स्तरीय तकनीकी संस्थानों के माध्यम से उद्यमिता विकास कार्यक्रम (ईडीपी), उत्पाद-विशिष्ट प्रशिक्षण और तकनीकी सहायता प्रदान करती है।

(ङ) मेगा फ़ूड पार्क योजना दिनांक 01.04.2021 से बंद कर दी गई है, जिसमें प्रतिबद्ध देनदारियों को पूरा करने का प्रावधान है। इसलिए, पूर्वोत्तर राज्यों सहित देश में नए मेगा फ़ूड पार्क स्थापित

करने पर विचार नहीं किया जा रहा है। हालाँकि, पूर्वोत्तर राज्यों में सात मेगा फ़ूड पार्क परियोजनाओं को पहले ही स्वीकृति दी जा चुकी है, जो इस प्रकार हैं:

क्र. सं .	**राज्य**	**परियोजना स्थान**
1	अरूणाचलप्रदेश	पापुम पारे
2	असम	नलबाड़ी
3	मणिपुर	थौबल
4	मेघालय	उत्तरी गारो हिल्स
5	मिजोरम	कोलासिब
6	नागालैंड	दीमापुर
7	त्रिपुरा	पश्चिमी त्रिपुरा

INVESTIGATIONS OF COMPLAINTS UNDER JJM

***80. SHRI VIJAY KUMAR HANSDAK:**

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the current status of implementation of the Jal Jeevan Mission (JJM), including the total number of rural households provided with Functional Household Tap Connections (FHTCs) as on date, State/UT-wise;

(b) whether the Government has deployed any inspection teams to investigate complaints regarding poor infrastructure quality, financial irregularities and tender premium scams across States and if so, the findings thereof;

(c) the total number of departmental officials, private contractors and Third-Party Inspection Agencies against whom punitive action including suspension, blacklisting, registration of FIRs and arrests has been taken following the reviews conducted by the Union Government; and

(d) whether the Government has paused, frozen or restructured funds allocation to specific States pending submission of Action Taken Reports (ATRs) on complaints of corruption and if so, the details thereof along with the details of new scheme-based funding model under JJM 2.0?

THE MINISTER OF JAL SHAKTI (SHRI C. R. PATIL):

(a) Drinking Water is a 'State' subject, and hence, under Jal Jeevan Mission (JJM), the responsibility of planning, approval, implementation, operation & maintenance of drinking water supply schemes lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance.

At the start of JJM in August 2019, only 3.23 crore (16.72%) rural households were reported to have tap water connections. So far, as reported, more than 12.66 crore additional rural households have been provided with tap water connections under JJM. Thus, as on 18.07.2026, out of 19.36 crore rural households in the country, more than 15.89 crore (82.09%) households are reported to have tap water supply in their homes. The State-wise coverage of rural households with tap water connections is available at JJM dashboard at https://ejalshakti.gov.in/jjmreport/JJMIndia.aspx

(b) to (d) ‘Water’ being a State subject, grievances/ complaints, etc. *inter alia* including sub-standard work and financial irregularities under JJM are handled and disposed of at the State/ UT level.

As per the data reported by all States/ UTs, a total of 18,790 complaints have been received by States/ UTs from different sources such as media reports, suo-moto cognizance, references from public representatives, citizens, grievance portal, etc. regarding financial irregularities and poor quality of works under JJM. As reported by the States/ UTs, action has been taken against 635 Departmental Officials, 1,020 contractors and 155 Third Party Inspection Agencies (TPIAs). The departmental officials involved in irregularities are undergoing administrative action, including suspension, departmental inquiries, issuance of charge sheets as per established procedures. In the case of contractors, actions taken include blacklisting or recommendation for blacklisting, termination of contracts, debarment, forfeiture of earnest money deposits and imposition of penalties, depending on the nature of violation. With regard to TPIAs, the concerned persons have been removed from empanelment, and in other cases, show-cause notices have been issued and recoveries initiated.

In addition, Government of India regularly reviews the implementation with respective State Governments through review meetings and visits of multi-disciplinary teams to highlight the areas to strengthen implementation and monitoring of the mission. In this context, to ensure quality, transparency, and sustainability of rural water supply systems under JJM, DDWS conducted

ground verification of selected JJM schemes through Central Nodal Officers (CNOs) and technical teams across States/UTs. The exercise covered verification of technical design, financial propriety, quality of works, implementation progress and grievance-related issues through a digital assessment framework integrated with JJM-IMIS, developed in consultation with CVC, NITI Aayog, and CPHEEO. Based on findings of CNOs, reports were analysed and shared with States/UTs for corrective measures.

The key findings of the assessment indicated that State-specific policies or practices are leading to technically inconsistent and economically inefficient designs. Deviations from Central Public Health and Environmental Engineering Organization (CPHEEO) design norms, inclusion of urban water demand, have also resulted in unreasonably high project costs. Further, limited involvement of Gram Panchayats (GPs) in planning, implementing and management of in-village infrastructure, lack of clear directives delineating the technical support responsibilities of the Public Health Engineering Departments (PHEDs) towards GPs has also been observed to be adversely impacting the sense of ownership of rural community and Jan Bhagidari.

Furthermore, ground verification of schemes has been enhanced by strengthening the monitoring framework for National WASH Experts (NWEs) through a revised and comprehensive checklist emphasizing quality of execution. The reports of NWEs are shared with States through JJM-IMIS for taking corrective measures.

As far as central fund releases are concerned, the Operational Guidelines of JJM 2.0 provide for release of Central assistance on a scheme-wise basis for approved schemes under two funding modes, namely:

i. Upfront Payment Mode (through SNA SPARSH): Proposed for Single Village Schemes, Multi Village Schemes (MVS) in quality/ quantity-affected areas and Non-PWS schemes including Support & Water Quality Monitoring & Surveillance (WQM&S) components

ii. Reimbursement Mode: Proposed for other MVSs and Bulk Water Supply Schemes.

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(ii) Unstarred Question Nos. 691 to 920

ROPECAR FACILITY TO ROCKFORT TEMPLE, TIRUCHIRAPPALLI

691. SHRI DURAI VAIKO:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government has received any proposal or representation for providing a ropeway/ropecar facility to the Rockfort Temple, one of the prominent heritage and pilgrimage sites in Tiruchirappalli;

(b) if so, the details thereof and the action taken by the Government in this regard;

(c) whether the Government proposes to provide financial or technical assistance for establishing a ropecar facility to improve accessibility for elderly persons, Divyangjan and pilgrims visiting the temple; and

(d) if so, the details thereof along with the proposed timeline for implementation and if not, the reasons therefor?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (d) The development of transportation infrastructure including ropeways is a continuous process. The Central Government receives proposals from various State Governments from time to time, including Tamil Nadu. Decisions are taken based on techno-financial outcome of the Detailed Project Report (DPR), fulfilment of the criteria, and the project prioritization framework.

GROUNDWATER AVAILABILITY IN BALASORE, ODISHA

692. SHRI PRATAP CHANDRA SARANGI:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government is aware that Balasore district in Odisha has been grappling with depletion of groundwater resources;

(b) if so, the details thereof along with the details of groundwater availability and its utilisation in Balasore district from the Financial Year 2014–15 to 2025–26, year-wise;

(c) the measures undertaken by the Government to regulate and monitor groundwater extraction and recharge in Balasore district;

(d) the details of funds apportioned and expended for this purpose during the above-said period;

(e) whether any accomplishments have been attained in improving the groundwater level and quality in the said district; and

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

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) Dynamic Groundwater Resources of the country including Balasore district of Odisha, are assessed jointly by the Central Ground Water Board (CGWB) and the State Governments. The assessment provides updated estimates of annual groundwater recharge, extractable groundwater resources, groundwater extraction and stage of groundwater extraction along with categorization of assessment units as Safe, Semi-Critical, Critical and Over-Exploited.

As per the Dynamic Groundwater Resources Assessment, 2025, the total Annual Groundwater Recharge of Balasore district has been assessed as 143080 Hectare Metres (HAM), the Annual Extractable Groundwater Resource as 132164 HAM and the Annual Groundwater Extraction for all uses as 78812 HAM. Accordingly, the Stage of Groundwater Extraction has been assessed as 59.63 per cent. Out of the total 12 assessment units (Blocks) in the district, 11 assessment units have been categorized as 'Safe' and one assessment unit as

'Semi-Critical'. Groundwater Resource Assessment was conducted in 2017 and 2020, and annually from 2022 onwards. No assessment was carried out in 2015, 2016, 2018, and 2019. The details are given in the enclosed **Statement.**

(c) and(d) Water being a State subject, sustainable development and management of groundwater resources is primarily the responsibility of the State Governments. However, the Central Government supplements the efforts of the State Governments by providing technical and financial assistance through its various schemes and programmes. The major steps taken in this direction including those relating to Balasore district are as under:

i. Groundwater conservation and augmentation efforts are being undertaken through the flagship Jal Shakti Abhiyan (JSA), an annual mission-mode campaign for water conservation and artificial recharge. More than 2 crore water conservation and artificial recharge works have been taken up across the country through convergence including 12,027 works in Balasore district.

ii. To further strengthen these efforts, the Hon'ble Prime Minister launched the Jal Sanchay Jan Bhagidari (JSJB) initiative in 2024 to make rainwater harvesting a mass movement through community participation. More than 1.55 crore artificial groundwater recharge and water storage works have been created across the country including 19,221 works in Balasore district under the initiative. Subsequently, the Jal Sanchay Jan Bhagidari–Catch the Rain (JSJB-CTR) campaign was launched nationwide on 1st June, 2026 to further promote water conservation and artificial recharge.

iii. Mission Amrit Sarovar was launched by the Government of India with the objective of developing and rejuvenating at least 75 water bodies in each district of the country. As an outcome, nearly 69,000 Amrit Sarovars have been constructed/rejuvenated across the country including 80 water bodies in Balasore district, contributing to enhance water storage and groundwater recharge.VB-G RAM G (Viksit Bharat - Guarantee for Rozgar and Ajeevika Mission Gramin) (earlier MGNREGS) works related to water conservation and water harvesting including large scale desiltation projects for water bodies, rejuvenation of river stretches etc have been carried out by various State Governments. Under VB-G RAM G 65% of the funds has been allocated for water conservation related works in Over-exploited and Critical rural blocks.

iv. Central Groundwater Board (CGWB) has completed aquifer mapping under the National Aquifer Mapping and Management Programme (NAQUIM 1.0) covering about 3,806 sq. km of Balasore district. Aquifer maps and groundwater management plans have been prepared and shared with the Government of Odisha for scientific planning and sustainable groundwater management.

v. Under NAQUIM 2.0, CGWB has undertaken detailed scientific studies in Balasore district. Based on these studies, suitable groundwater management measures including recharge wells, farm ponds with injection wells, rooftop rainwater harvesting, check weirs, gabion structures and increased use of surface water to reduce dependence on groundwater, have been recommended based on local hydrogeological conditions.

vi. Groundwater extraction is regulated by the Central Groundwater Authority (CGWA) through the Guidelines notified by the Ministry of Jal Shakti in the Odisha including Balasore district.

vii. The Department of Agriculture & Farmers' Welfare has been implementing the Per Drop More Crop (PDMC) component to promote micro-irrigation and improve on-farm water-use efficiency, thereby reducing groundwater extraction and encouraging sustainable use of groundwater resources including in Odisha.

viii. CGWB carries out groundwater exploration, monitoring, assessment and management activities under the Groundwater Management and Regulation (GWM&R) Scheme, a Central Sector Scheme. Since the activities are implemented directly by CGWB, funds are not allocated district-wise. Accordingly, no separate allocation or expenditure is maintained for Balasore district.

(e) and (f) The Dynamic Groundwater Resources Assessments indicate that the total Annual Groundwater Recharge in Balasore district has increased from 120271 HAM in 2017 to 143080 HAM in 2025 which is nearly 19% more groundwater recharge. The district has also continued to remain in the 'Safe' category, indicating a stable groundwater resource scenario.

CGWB undertakes regional-scale groundwater quality monitoring in accordance with the approved Standard Operating Procedure (SOP). Analysis of groundwater samples collected from selected monitoring locations (6 nos.) in Balasore district during the pre-monsoon period of 2022, 2023 and 2024

indicates that groundwater quality was generally within the prescribed limits for drinking purposes with respect to the parameters analysed.

STATEMENT

Groundwater Resources of Balasore District, Odisha
(Assessment Years 2017, 2020 and 2022–2025)

S. No.	Assessment Year	Total Annual Groundwater Recharge (Ham)	Annual Extractable Groundwater Resources (Ham)	Total Groundwater Extraction (Ham)	Stage of Groundwater Extraction (%)
1	2017	120271.41	111581.03	67289.64	60.31
2	2020	131300.90	121284.03	68593.27	56.56
3	2022	141962.56	130327.03	72808.89	55.87
4	2023	140698.06	129141.74	74987.07	58.07
5	2024	142210.56	130843.74	77286.75	59.07
6	2025	143080.02	132164.16	78812.27	59.63

*Ham-Hectare meter

PM VISHWAKARMA IN ANDHRA PRADESH

693. SHRI MADDILA GURUMOORTHY:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the number of artisans and craftspersons from Andhra Pradesh registered and provided training, toolkit support and credit linkage under the PM Vishwakarma Scheme, district-wise;

(b) the number of Skill India Centres and Pradhan Mantri Kaushal Kendras sanctioned and operational in Andhra Pradesh, district-wise;

(c) whether the Government proposes to establish dedicated PM Vishwakarma clusters in artisan-rich districts of Andhra Pradesh such as Kakinada, Srikakulam and Vizianagaram and if so, the details thereof; and

(d) the details of funds released to Andhra Pradesh under the PM Vishwakarma Scheme during 2024-25 and 2025-26, year-wise, along with the number of beneficiaries covered thereunder?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) The district-wise number of artisans and craftspersons from Andhra Pradesh registered and provided training, toolkit support and credit linkage under the PM Vishwakarma is given in the enclosed **Statement-I.**

(b) As per the information received from Ministry of Skill Development and Entrepreneurship (MSDE), there is no category of training centres defined as "Skill India Centres" under the PM Vishwakarma scheme. Training under the scheme is imparted through already established training centers, including Pradhan Mantri Kaushal Kendras (PMKKs) and other empaneled training centres, by leveraging their existing infrastructure and facilities and only the

training fee is reimbursed accordingly. The total number of training centres in Andhra Pradesh since the inception of the scheme are 380, comprising 267 PMKKs and 113 other Training Centres. Currently, 101 Training Centres are active, comprising 3 PMKKs and 98 other Training Centres. The Details are given in the enclosed **Statement-II**.

(c) As on date, there is no such proposal.

(d) PM Vishwakarma scheme is a Central Sector scheme; hence State/District wise funds are not allocated/released.

STATEMENT-I

District-wise number of artisans and craftspersons from Andhra Pradesh registered and provided training, toolkit support and credit linkage under the PM Vishwakarma scheme

District Name	Successful Registration	Basic Training completed	Loan Sanctioned	Loan Sanctioned Amount (Rs. in Lakh)	Toolkits Delivered
Alluri Sitharama Raju	834	387	80	66.95	86
Anakapalli	4,709	3,464	1,197	754.64	2,561
Ananthapuramu	12,511	9,551	2,544	1,841.88	2,120
Annamayya	4,683	3,097	1,090	968.25	1,459
Bapatla	2,937	2,053	755	654.17	1,175
Chittoor	5,962	2,828	1,015	839.09	1,474
Dr. B.R. Ambedkar Konaseema	6,535	5,447	1,618	1,430.79	1,532
East Godavari	4,616	3,821	1,362	1,188.75	2,544
Eluru	4,526	3,644	1,265	1,202.04	1,963

Guntur	5,261	3,953	1,386	1,135.30	2,579
Kakinada	4,922	4,021	1,153	970.15	3,062
Krishna	3,659	2,402	992	911.04	1,719
Kurnool	14,987	13,202	3,695	2,492.25	9,683
Nandyal	5,630	4,554	1,247	909.58	2,300
NTR	5,885	3,875	1,407	1,106.86	2,458
Palnadu	7,350	5,951	1,677	1,513.61	4,596
Parvathipuram Manyam	1,732	1,330	387	244.3	230
Prakasam	13,189	10,475	2,610	1,985.48	8,181
Sri Potti Sriramulu Nellore	12,730	9,657	3,814	3,061.48	4,885
Sri Sathya Sai	7,237	6,655	2,781	1,869.45	5,195
Srikakulam	8,369	6,799	2,077	1,775.35	5,343
Tirupati	13,120	10,322	3,499	3,113.07	4,328
Visakhapatnam	3,341	2,562	853	786.73	1,355
Vizianagaram	6,185	5,273	1,705	1,223.9	3,772
West Godavari	32,466	28,998	8,996	7,293.41	19,175
Y.S.R.	29,571	24,924	10,583	9,061.19	13,653
Total (Andhra Pradesh)	**2,22,947**	**1,79,245**	**59,788**	**48,399.71**	**1,07,428**

STATEMENT-II

a. The district wise number of Training centers that have imparted training under the PM Vishwakarma Scheme in Andhra Pradesh.

District	Pradhan Mantri Kaushal Kendras PMKKs)	Other Training Centres	Total
Anakapalli	5	1	6
Ananthapuramu	18	8	26
Annamayya	3	5	8

Bapatla	4	1	5
Chittoor	2	6	8
Dr. B.R. Ambedkar Konaseema	10	1	11
East Godavari	3	2	5
Eluru	5	2	7
Guntur	6	3	9
Kakinada	11	1	12
Krishna	7	3	10
Kurnool	22	8	30
Nandyal	12	5	17
Ntr	6	2	8
Palnadu	6	3	9
Parvathipuram Manyam	2	1	3
Prakasam	14	4	18
Sri Potti Sriramulu Nellore	22	8	30
Sri Sathya Sai	6	5	11
Srikakulam	18	1	19
Tirupati	19	10	29
Visakhapatnam	11	3	14
Vizianagaram	14	3	17
West Godavari	15	20	35
Y.S.R.	26	7	33
Grand Total	**267**	**113**	**380**

b. The district wise number of Active Training Centres in Andhra Pradesh.

District	Pradhan Mantri Kaushal Kendras (PMKKs)	Other Training Centres	Total
Anakapalli	0	1	1
Ananthapuramu	0	6	6
Annamayya	0	5	5
Bapatla	0	1	1

Chittoor	0	6	6
Dr. B.R. Ambedkar Konaseema	0	1	1
East Godavari	0	2	2
Eluru	0	2	2
Guntur	1	3	4
Krishna	0	3	3
Kurnool	0	8	8
Nandyal	0	5	5
Ntr	0	2	2
Palnadu	0	2	2
Parvathipuram Manyam	0	1	1
Prakasam	0	2	2
Sri Potti Sriramulu Nellore	0	8	8
Sri Sathya Sai	0	4	4
Srikakulam	1	1	2
Tirupati	0	9	9
Visakhapatnam	0	1	1
Vizianagaram	0	2	2
West Godavari	0	16	16
Y.S.R.	1	7	8
Grand Total	**3**	**98**	**101**

ई-20 ईंधन के खुदरा बिक्री केंद्र

694. श्री तनुज पुनिया:

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे कि:

(क) देश की कच्चे तेल के आयात पर कितनी निर्भरता है और सरकार द्वारा इस निर्भरता को कम करने के लिए क्या उपाय किए गए हैं;

(ख) देश में इथेनॉल सम्मिश्रित ई-20 ईंधन प्रदान करने वाले खुदरा बिक्री केंद्रों की और बिना इथेनॉल मिलाए ईंधन प्रदान करने वाले खुदरा बिक्री केंद्रों की राज्य/संघ राज्यक्षेत्र-वार संख्या कितनी है; और

(ग) क्या सरकार का कच्चे तेल की कीमतों में उतार-चढ़ाव के कारण तेल की कीमतों में होने वाली वृद्धि को रोकने के लिए मूल्य स्थिरीकरण कोष बनाने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; **तथा पर्यटन मंत्रालय में राज्य मंत्री** (**श्री सुरेश गोपी**):

(क) पेट्रोलियम योजना एवं विश्लेषण प्रकोष्ठ (पीपीएसी) द्वारा प्रकाशित आंकड़ों के अनुसार, वित्तीय वर्ष 2025-26 के दौरान पेट्रोलियम उत्पादों की खपत और कच्चे तेल का उत्पादन क्रमशः 241.611 मिलियन मीट्रिक टन और 27.95 मिलियन मीट्रिक टन है।

सरकार ने कच्चे तेल पर आयात निर्भरता को कम करने के लिए बहुआयामी रणनीति अपनाई है, जिसमें अन्य बातों के साथ-साथ, अर्थव्यवस्था में प्राकृतिक गैस की हिस्सेदारी बढ़ाना और गैस आधारित अर्थव्यवस्था की दिशा में बढ़ते हुए देश भर में ईंधन/फीडस्टॉक के रूप में प्राकृतिक गैस के उपयोग को बढ़ावा देकर माँग प्रतिस्थापन करना, इथेनॉल, संपीडित जैवगैस और जैवडीजल जैसे नवीकरणीय और वैकल्पिक ईंधनों को बढ़ावा देना, इलेक्ट्रिक वाहन चार्जिंग के अवसंरचनात्मक ढाँचे का निर्माण करना, रिफाइनरी प्रक्रियाओं में सुधार करना, ऊर्जा दक्षता और संरक्षण को बढ़ावा देना, विभिन्न नीतिगत पहलों के माध्यम से तेल और प्राकृतिक गैस के उत्पादन को बढ़ाने के प्रयास करना आदि शामिल हैं। ऑटोमोटिव ईंधन के रूप में संपीडित जैवगैस (सीबीजी) के उपयोग को बढ़ावा देने के लिए, वहनीय परिवहन के लिए दीर्घकालिक विकल्प (सतत) पहल भी आरम्भ किया गया है।

इसके अलावा, सरकार घरेलू तेल और गैस उत्पादन को बढ़ावा देने और कच्चे तेल के आयात पर निर्भरता कम करने के लिए विभिन्न कदम उठा रही है, जिनमें अन्य बातों के साथ-साथ निम्नलिखित बातें शामिल हैं:

i. हाइड्रोकार्बन खोजों के शीघ्र मुद्रीकरण के लिए पीएससी व्यवस्था के अंतर्गत नीति, 2014

ii. खोजे गए लघु क्षेत्र नीति, 2015

iii. हाइड्रोकार्बन अन्वेषण एवं अनुज्ञप्ति नीति (एचईएलपी), 2016

iv. पीएससी के विस्तार की नीति, 2016 और 2017

v. कोल बेड मीथेन के शीघ्र मुद्रीकरण के लिए नीति, 2017

vi. राष्ट्रीय डेटा भंडार की स्थापना, 2017

vii. राष्ट्रीय भूकंपीय कार्यक्रम, 2017 के अंतर्गत अवसादी बेसिनों में अमूल्यांकित क्षेत्रों का मूल्यांकन

viii. नई अन्वेषण अनुज्ञप्ति नीति-पूर्व (प्री-एनईएलपी), 2016 और 2017 के अंतर्गत खोजे गए क्षेत्रों और अन्वेषण ब्लॉकों के लिए पीएससी के विस्तार हेतु नीतिगत ढाँचा

ix. तेल और गैस के लिए उन्नत पुनर्प्राप्ति विधियों को बढ़ावा देने और प्रोत्साहन की नीति, 2018

x. मौजूदा उत्पादन साझाकरण संविदाओं (पीएससी), कोल बेड मीथेन (सीबीएम) संविदाओं और नामांकन क्षेत्रों के तहत अपरंपरागत हाइड्रोकार्बन के अन्वेषण और दोहन के लिए नीतिगत ढाँचा, 2018

xi. प्राकृतिक गैस विपणन सुधार, 2020

xii. बोलीदाताओं को आकर्षित करने के लिए श्रेणी-II और III बेसिन के अंतर्गत ओएएलपी ब्लॉकों में चरण-1 में कम रॉयल्टी दरें, शून्य राजस्व हिस्सा (अप्रत्याशित लाभ तक) और कोई ड्रिलिंग प्रतिबद्धता नहीं।

xiii. अपतटीय क्षेत्र में लगभग 1 मिलियन वर्ग किलोमीटर (एसकेएम) 'निषिद्ध' क्षेत्र को मुक्त करना, जिसे दशकों से अन्वेषण के लिए अवरुद्ध किया गया था।

xiv. सरकार भारतीय अवसादी बेसिनों के गुणवत्तापूर्ण आँकड़ों को बोलीदाताओं के लिए उपलब्ध कराने हेतु स्थलीय और अपतटीय क्षेत्रों में भूकंपीय आँकड़ों के अधिग्रहण और स्तरीकृत कूपों के वेधन पर लगभग 7500 करोड़ रुपए भी खर्च कर रही है। सरकार ने भारत के विशिष्ट आर्थिक क्षेत्र (ईईजेड) से परे स्थलीय क्षेत्र में 20,000 एलकेएम और अपतटीय क्षेत्र में 30,000 एलकेएम के अतिरिक्त 2डी भूकंपीय आँकड़ों के अधिग्रहण को मंजूरी दे दी है।

(ख) देश की सार्वजनिक क्षेत्र की तेल विपणन कंपनियों (ओएमसी) के सभी खुदरा बिक्री केन्द्र, जिनमें पेट्रोल बेचने की सुविधा है, ई20 पेट्रोल डिस्पेंस करते हैं। ऐसे खुदरा बिक्री केन्द्रों का राज्यवार ब्यौरा संलग्न **विवरण** में दिया गया है।

(ग) अनुसूचित इंडियन एयरलाइनों को उनके घरेलू और अंतरराष्ट्रीय प्रचालन के लिए विमानन टरबाइन ईंधन संबंधी मूल्य स्थिरीकरण सहायता प्रदान करने हेतु तेल विपणन कंपनियों (ओएमसी) को 10,000 करोड़ रुपये से अनधिक की एकमुश्त बजटीय सहायता स्वीकृत की गई है।

विवरण

इथेनॉल फ्यूल देने वाले रिटेल आउटलेट्स का राज्य-वार डिस्ट्रीब्यूशन

राज्य/केंद्र शासित प्रदेश	रिटेल आउटलेट्स की संख्या (दिनांक 1.7.2026 की
चंडीगढ़	48
दिल्ली	401
हरियाणा	4437
हिमाचल प्रदेश	892
जम्मू और कश्मीर	824
लद्दाख	41
पंजाब	4331
राजस्थान	7505
उत्तर प्रदेश	13462
उत्तराखंड	959
उप-योग उत्तर	**32900**
अंडमान और निकोबार द्वीप समूह	24
बिहार	4025
झारखंड	2018
ओडिशा	2889
पश्चिम बंगाल	3541
उप-योग पूर्व	**12497**
अरुणाचल प्रदेश	329
असम	1724
मणिपुर	223
मेघालय	369
मिजोरम	134
नागालैंड	253

सिक्किम	78
त्रिपुरा	163
उप-योग उत्तर पूर्व	**3273**
छत्तीसगढ	2578
दादरा और नगर हवेली और दमन	74
गोवा	156
गुजरात	6728
मध्य प्रदेश	7085
महाराष्ट्र	9448
उप-कुल पश्चिम	**26069**
आंध्र प्रदेश	5046
कर्नाटक	7632
केरल	3283
लक्षद्वीप	4
पुडुचेरी	218
तमिलनाडु	8130
तेलंगाना	4630
उप-योग दक्षिण	**28943**
अखिल भारतीय	**103682**

स्त्रोत: पीपीएसी

LOANS SANCTIONED AND DISBURSED UNDER PM-SVANIDHI SCHEME

695. SHRI TANGELLA UDAY SRINIVAS:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the number of street vendor loans sanctioned and disbursed under PM SVANidhi scheme during the last five years along with the amount disbursed and the repayment rate, year and State/UT-wise;

(b) the number of vendors who have availed the second and third tranches of credit indicating improved creditworthiness, State-wise;

(c) whether any assessment of the impact on income enhancement and digital payment adoption among street vendors has been conducted under the scheme and if so, the findings thereof; and

(d) the steps taken to expand PM SVANidhi coverage to coastal market towns and fishing harbours in Andhra Pradesh including Kakinada where a significant share of informal street vendors operate?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) Prime Minister Street Vendor's AtmaNirbhar Nidhi (PM SVANidhi) Scheme was launched on 1st June, 2020 with the objective of facilitating collateral free working capital term loans to street vendors. As on 12th July, 2026 the scheme has successfully disbursed 1.15 crore loans, amounting to ₹18475.06 Crore, to 76.95 lakh street vendors. State wise information under the scheme during last 5 year is given in the enclosed **Statement-I**. Repayment rate varies according to the term of the loan. The PM SVANidhi loan repayment schedule provides for three tranches in 12 months, 18 months, and in 24 months respectively through monthly instalments.

(b) State-wise number of vendors who have availed the second and third tranches of credit under the scheme is given in the enclosed **Statement-II.**

(c) Yes. Impact assessment studies of the PM SVANidhi scheme had been undertaken by Indian School of Business (ISB), Hyderabad in 2023 & 2025. The 2025 study was conducted covering more than 5,000 beneficiaries (with around 60% of the respondents being part of the 2023 study sample) and it

found that the average annualized business income among SVANidhi borrowers grew by around 20 percent, between 2023 and 2025. Further the study also found that between 2023 and 2025, the adoption of digital payments among street vendors rose considerably.

(d) The PM SVANidhi Scheme was initially implemented in statutory urban areas. The eligibility was also extended to street vendors from surrounding peri-urban areas who vend within the geographical limits of Urban Local Bodies (ULBs). Under the restructured PM SVANidhi Scheme, the coverage of the Scheme is expanded in a phased manner beyond statutory urban areas to include census towns, peri urban areas etc.

STATEMENT-I

THE YEAR WISE, STATE WISE DETAILS OF LOANS SANCTIONED TO STREET VENDORS DURING LAST 5 YEARS UNDER PM SVANIDHI SCHEME

S. No.	State	FY 21-22	FY 22- 23	FY 23-24	FY 24-25	FY 25-26
1	Andaman & Nicobar Islands	144	214	209	75	109
2	Andhra Pradesh	81,846	50,041	2,05,747	74,511	1,31,180
3	Arunachal Pradesh	924	2,072	2,437	557	1,340
4	Assam	42,955	23,885	72,679	26,889	26,871
5	Bihar	15,771	11,803	85,501	17,940	39,391
6	Chandigarh	1,572	1,898	2,341	562	379
7	Chhattisgarh	9,208	12,355	52,503	15,445	31,922
8	Delhi	10,241	31,457	1,35,979	30,151	25,198

9	Goa	408	499	614	207	435
10	Gujarat	1,14,537	1,03,002	2,75,540	1,01,054	1,00,848
11	Haryana	12,571	12,009	1,37,251	31,512	49,328
12	Himachal Pradesh	1,242	2,044	3,127	921	785
13	Jammu and Kashmir	3,808	5,143	5,821	1,928	1,461
14	Jharkhand	8,202	8,761	58,887	11,787	21,404
15	Karnataka	45,255	78,143	2,57,232	77,472	91,428
16	Kerala	3,351	5,497	1,04,027	37,265	39,723
17	Ladakh	74	216	233	42	60
18	Madhya Pradesh	1,99,007	1,76,591	4,87,233	1,68,229	2,22,576
19	Maharashtra	44,404	2,34,703	5,19,665	1,44,013	2,17,965
20	Manipur	1,850	2,329	2,533	562	718
21	Meghalaya	385	1,038	2,276	1,323	1,034
22	Mizoram	132	133	1,929	978	870
23	Nagaland	465	535	1,566	1,095	1,493
24	Odisha	8,102	13,068	40,632	11,001	17,710
25	Puducherry	173	566	2,704	739	894
26	Punjab	11,008	12,424	1,36,587	31,182	42,751
27	Rajasthan	11,902	18,899	1,09,330	49,433	51,339
28	Sikkim	1	2	1,124	409	870
29	Tamil Nadu	62,850	58,820	2,75,080	69,647	87,682
30	Telangana	74,964	98,526	1,76,157	44,218	49,548
31	The Dadra and Nagar Haveli and Daman and Diu	149	446	1,373	233	314
32	Tripura	896	1,037	2,715	979	1,213

33	Uttar Pradesh	2,15,087	3,53,784	6,89,947	1,52,362	2,19,802
34	Uttarakhand	1,935	7,322	17,269	7,497	6,926
35	West Bengal	8,810	4,937	1,84,747	36,700	1,11,289
	Total	**9,94,229**	**13,34,199**	**40,52,995**	**11,48,918**	**15,96,856**

THE YEAR WISE, STATE WISE DETAILS OF LOANS DISBURSED TO STREET VENDORS DURING LAST 5 YEARS UNDER PM SVANIDHI SCHEME

S.No.	State	FY 21-22	FY 22- 23	FY 23-24	FY 24-25	FY 25-26
1	Andaman & Nicobar Islands	154	183	225	84	98
2	Andhra Pradesh	82,481	48,075	2,06,566	72,558	1,23,819
3	Arunachal Pradesh	1,162	1,789	2,565	484	1,252
4	Assam	42,725	23,665	74,005	26,218	25,301
5	Bihar	19,578	10,280	84,236	20,430	34,763
6	Chandigarh	1,591	1,919	2,317	637	325
7	Chhattisgarh	9,476	11,792	51,403	16,869	29,987
8	Delhi	10,946	27,340	1,38,738	30,042	21,758
9	Goa	407	478	608	211	420
10	Gujarat	1,11,991	1,00,172	2,81,720	1,00,735	95,869
11	Haryana	11,687	12,289	1,34,179	32,298	44,782
12	Himachal Pradesh	1,241	2,010	3,169	904	767
13	Jammu and Kashmir	4,085	5,007	5,535	1,798	1,243
14	Jharkhand	8,348	7,572	59,045	12,754	19,154
15	Karnataka	45,561	68,393	2,68,802	75,160	86,210

16	Kerala	3,397	5,184	1,03,130	36,453	37,836
17	Ladakh	73	213	233	42	62
18	Madhya Pradesh	2,02,846	1,72,328	4,82,613	1,77,391	2,19,810
19	Maharashtra	61,877	2,12,280	5,26,087	1,46,209	2,07,027
20	Manipur	2,572	1,926	2,873	594	660
21	Meghalaya	385	1,020	2,281	1,272	1,017
22	Mizoram	135	128	1,885	942	873
23	Nagaland	471	503	1,589	1,061	1,453
24	Odisha	9,392	10,852	41,417	10,890	16,467
25	Puducherry	231	524	2,739	685	874
26	Punjab	13,297	11,632	1,34,643	29,577	40,265
27	Rajasthan	16,916	9,179	1,14,871	53,361	49,534
28	Sikkim	1	-	1,118	412	860
29	Tamil Nadu	78,485	60,806	2,73,218	70,032	81,901
30	Telangana	90,980	89,113	1,87,300	46,705	48,947
31	The Dadra and Nagar Haveli and Daman and Diu	229	313	1,512	231	305
32	Tripura	863	966	2,784	970	1,100
33	Uttar Pradesh	2,40,559	3,44,448	6,98,514	1,56,363	2,00,595
34	Uttarakhand	1,910	7,005	17,477	7,536	6,727
35	West Bengal	11,211	2,779	1,84,104	38,034	1,02,916
	Total	**10,87,263**	**12,52,163**	**40,93,501**	**11,69,942**	**15,04,977**

THE YEAR WISE, STATE WISE DETAILS OF AMOUNT OF LOANS DISBURSED DURING LAST 5 YEARS UNDER PM SVANIDHI SCHEME

(in ₹ Cr.)

S.No.	State	FY 21-22	FY 22- 23	FY 23-24	FY 24-25	FY 25-26
1	Andaman & Nicobar Islands	0.21	0.39	0.60	0.32	0.37
2	Andhra Pradesh	93.68	86.73	317.63	174.53	266.83
3	Arunachal Pradesh	1.41	3.11	5.33	1.21	3.42
4	Assam	44.77	36.95	110.73	64.73	71.03
5	Bihar	20.23	17.45	108.19	35.94	70.01
6	Chandigarh	1.77	3.49	4.85	2.26	1.38
7	Chhattisgarh	12.31	21.13	86.43	29.92	62.39
8	Delhi	11.46	37.28	165.41	55.75	62.64
9	Goa	0.59	1.07	1.55	0.66	1.12
10	Gujarat	128.73	167.99	413.72	228.12	274.36
11	Haryana	13.85	21.14	155.14	57.13	102.41
12	Himachal Pradesh	1.89	4.66	7.22	2.61	2.71
13	Jammu and Kashmir	5.40	10.18	14.72	5.68	3.59
14	Jharkhand	9.90	13.14	74.12	25.67	44.23
15	Karnataka	57.25	120.52	393.24	157.75	238.37
16	Kerala	5.40	10.71	112.56	66.74	106.32
17	Ladakh	0.13	0.45	0.53	0.11	0.22
18	Madhya Pradesh	246.30	306.83	812.41	402.87	549.61
19	Maharashtra	74.72	269.34	669.30	270.73	523.23

20	Manipur	2.68	3.58	5.70	2.03	2.56
21	Meghalaya	0.41	1.30	3.12	2.11	2.63
22	Mizoram	0.23	0.28	2.30	1.60	2.38
23	Nagaland	0.64	0.89	2.39	1.79	3.30
24	Odisha	11.18	20.60	70.36	26.63	42.54
25	Puducherry	0.34	1.00	4.00	1.70	2.46
26	Punjab	13.79	20.01	162.47	56.34	92.79
27	Rajasthan	16.99	16.15	144.58	84.67	102.56
28	Sikkim	0.00	-	1.13	0.71	2.06
29	Tamil Nadu	80.35	104.59	388.01	158.74	229.62
30	Telangana	144.77	182.24	450.24	149.01	138.40
31	The Dadra and Nagar Haveli and Daman and Diu	0.24	0.56	2.43	0.63	1.07
32	Tripura	1.12	1.80	4.55	2.27	2.90
33	Uttar Pradesh	255.62	551.92	1,135.55	330.24	459.64
34	Uttarakhand	2.43	11.88	27.10	15.73	18.92
35	West Bengal	11.06	3.96	191.35	64.53	207.47
	Total	**1,271.85**	**2,053.28**	**6,048.96**	**2,481.44**	**3,695.54**

STATEMENT-II

STATE-WISE NUMBER OF VENDORS WHO HAVE AVAILED THE SECOND AND THIRD TRANCHES OF LOANS UNDER THE PM SVANIDHI SCHEME

(As on 12.07.2026)

S. No.	State/UT	Street Vendors availed loans	
		2nd tranche loan	3rd tranche loan
1	Andaman & Nicobar Islands	386	193
2	Andhra Pradesh	1,75,030	48,793
3	Arunachal Pradesh	2,632	1,129
4	Assam	57,785	19,995
5	Bihar	39,304	8,247
6	Chandigarh	2,774	1,096
7	Chhattisgarh	40,012	10,974
8	Delhi	53,646	13,094
9	Goa	921	469
10	Gujarat	2,15,845	81,147
11	Haryana	56,094	13,671
12	Himachal Pradesh	3,467	1,920
13	Jammu And Kashmir	8,109	3,496
14	Jharkhand	29,447	6,963
15	Karnataka	1,82,620	61,361
16	Kerala	59,097	15,533
17	Ladakh	272	136
18	Madhya Pradesh	4,47,047	1,51,837

19	Maharashtra	3,14,685	86,248
20	Manipur	3,644	1,116
21	Meghalaya	1,591	459
22	Mizoram	1,190	388
23	Nagaland	1,442	537
24	Odisha	34,897	11,539
25	Puducherry	1,988	661
26	Punjab	58,488	13,954
27	Rajasthan	65,958	11,247
28	Sikkim	719	162
29	Tamil Nadu	1,86,210	54,295
30	Telangana	2,37,055	91,260
31	The Dadra And Nagar Haveli And Daman And Diu	1,076	317
32	Tripura	2,427	888
33	Uttar Pradesh	5,93,782	1,21,082
34	Uttarakhand	14,337	5,222
35	West Bengal	77,218	10,042
	Grand Total	**29,71,195**	**8,49,471**

(Data Source: PM SVANidhi Portal)

उच्च क्षमता वाली नई विद्युत पारेषण लाइन का निर्माण

696. श्री अमरा राम:

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

(क) क्या सरकार को इस बात की जानकारी है कि उच्च क्षमता वाली नई विद्युत पारेषण लाइनों और टावरों के निर्माण से किसानों की कृषि भूमि, फसलों और सिंचाई प्रणालियों को नुकसान पहुंच रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) पिछले पांच वर्षों के दौरान इन परियोजनाओं से प्रभावित हुए किसानों की संख्या कितनी है और उन्हें प्रदान किए गए मुआवजे का राज्य-वार ब्यौरा क्या है;

(ग) क्या विभिन्न राज्यों में ऐसी बिजली पारेषण लाइनों से प्रभावित किसानों को मुआवजा प्रदान करने की दरों और प्रक्रिया में व्यापक असमानता है;

(घ) यदि हां, तो इसके क्या कारण हैं;

(ङ) क्या सरकार का विचार देशभर में एक समान और उचित मुआवजा नीति तैयार करने, तथा टावरों और बिजली लाइन गलियारों के तहत भूमि-उपयोग प्रतिबंधों के लिए किसानों को उचित वार्षिक या एकमुश्त मुआवजा प्रदान करने का है; और

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

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

(क) से (च)

i. पारेषण लाइनों और टावरों के निर्माण के दौरान, भूभाग, मार्ग संरेखण और स्थल की परिस्थितियों के आधार पर कृषि भूमि, खड़ी फसलों और कुछ मामलों में सिंचाई सुविधाओं को अस्थायी क्षति हो सकती है। हालांकि, पारेषण सेवा प्रदाता (टीएसपी) पारेषण लाइन संरेखण के अनुकूलन, उपयुक्त टावर डिजाइनों को अपनाकर और उचित निर्माण पद्धतियों का उपयोग करके ऐसे प्रभाव को न्यूनतम करने का प्रयास करते हैं।

ii. पारेषण लाइनों के लिए राईट ऑफ वे (आरओडब्ल्यू) का अधिग्रहण विद्युत अधिनियम, 2003 के प्रावधानों के अनुसार किया जाता है। निर्माण के दौरान फसलों, वृक्षों और अन्य नुकसानों की भरपाई तथा आरओडब्ल्यू गलियारे के अंतर्गत भूमि के मूल्य में कमी के लिए

भूस्वामियों को संबंधित राज्य सरकारों की लागू नीतियों के अनुसार मुआवजा दिया जाता है। इस संबंध में, विद्युत मंत्रालय, भारत सरकार ने दिनांक 14.06.2024 को पारेषण लाइनों के लिए आरओडब्ल्यू मुआवजे के भुगतान के संबंध में दिशानिर्देश जारी किए थे। दिनांक 21.03.2025 को पूरक दिशानिर्देश जारी किए गए, जिनमें 15.12.2025 को संशोधन किया गया। राज्य सरकारें इन दिशानिर्देशों को पूर्णतः अपना सकती हैं या अपने स्वयं के संशोधित दिशानिर्देश जारी कर सकती हैं। राज्य सरकार के दिशानिर्देशों के अभाव में, मुआवजे के निर्धारण के लिए केंद्र सरकार द्वारा जारी ये दिशानिर्देश लागू होंगे।

iii. देश भर में सार्वजनिक क्षेत्र के उपक्रमों, राज्य पारेषण यूटिलिटी और निजी पारेषण सेवा प्रदाताओं (टीएसपी) सहित विभिन्न एजेंसियों द्वारा पारेषण परियोजनाओं/स्कीमों को कार्यान्वित किया जाता है। इस मंत्रालय द्वारा पारेषण परियोजनाओं से प्रभावित किसानों की संख्या या उन्हें दिए गए मुआवजे का राज्यवार विवरण नहीं रखा जाता है।

IMPLEMENTATION OF VIABILITY GAP FUNDING SCHEME FOR BESS

697. SHRI KRISHNA PRASAD TENNETI:
SHRIMATI KAMALJEET SEHRAWAT:
SHRI ANUP SANJAY DHOTRE:
SHRIMATI MALA RAJYALAXMI SHAH:
SHRI P. C. MOHAN:
SHRIMATI SHOBHANABEN MAHENDRASINH BARAIYA:
SHRI KALI CHARAN SINGH:

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

(a) the progress made so far in the implementation of the Viability Gap Funding (VGF) Scheme for Battery Energy Storage Systems (BESS), including the energy storage capacity approved and commissioned thereunder;

(b) the policy, financial and technical measures taken by the Government to promote standalone and co-located Battery Energy Storage System (BESS) projects for strengthening the integration of renewable energy;

(c) the manner in which Battery Energy Storage Systems (BESS) have been envisaged to meet peak power demand, ensure grid reliability and stability and facilitate the effective integration of renewable energy;

(d) whether the Government proposes to provide any additional policy, financial or incentive support to promote rapid expansion of energy storage technologies, domestic manufacturing, attract investment and encourage their wider adoption across the States and if so, the details thereof; and

(e) whether any Battery Energy Storage System (BESS) projects have been sanctioned, approved or proposed in Akola district or the Maharashtra under the Viability Gap Funding Scheme and if so, the details thereof including the storage capacity, financial assistance sanctioned, the present status of implementation and the expected timeline for commissioning?

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 Power is administering two Viability Gap Funding (VGF) schemes for the development of total 43.8 GWh of Battery Energy Storage Systems (BESS). The details, including the implementation status of the two schemes, are as under:

(i) **Viability Gap Funding (VGF) Scheme through Budgetary Support:** The Central Government approved the Viability Gap Funding (VGF) Scheme for the development of 4 GWh of Battery Energy Storage System (BESS) capacity with a budgetary outlay of ₹3,760 crore. Subsequently, owing to the decline in BESS prices, the capacity supported under the Scheme has been enhanced to 13.8 GWh within the approved budgetary outlay. As on date, Battery Energy Storage Purchase Agreements (BESPAs) have been executed for 12.7 GWh, financial closure has been achieved for 6.54 GWh, 0.5 GWh capacity has been commissioned and VGF amounting to ₹168.04 crore has been disbursed.

(ii) **Viability Gap Funding (VGF) scheme for development of 30 GWh of BESS supported through Power System Development Fund (PSDF):** Ministry of Power, vide order dated 09.06.2025, initiated VGF scheme for development of 30 GWh of BESS with financial support of ₹5,400 crore from the Power System Development Fund. Under this scheme, 25 GWh has been allocated to 15 States for meeting their storage requirements, while 5 GWh has been allocated to NTPC Ltd. to support electricity demand during non-solar hours and optimize the utilization of existing thermal and transmission infrastructure. As on date, Letters of Award (LoAs) have been issued for 22.43 GWh, Battery Energy Storage Purchase Agreements (BESPAs) have been executed for 19.65 GWh, and financial closure has been achieved for 5 GWh capacity. Further, sanction for the disbursement of ₹180 crore towards VGF, consequent upon the achievement of financial closure, has been issued.

(b) and (d) For the integration of renewable energy, Government has undertaken a series of coordinated policy, regulatory, demand-side, and supply-side measures to promote the development and deployment of Energy Storage Systems (ESS), including Battery Energy Storage Systems (BESS). The details of these measures are given in the enclosed **Statement**.

(c) Battery Energy Storage Systems (BESS) can play a vital role in meeting peak electricity demand and ensuring grid reliability by storing electricity during periods of low demand or high renewable energy generation and supplying it during periods of peak demand. BESS enables time-shifting of energy, enhances grid flexibility, facilitates the integration of renewable energy, and reduces dependence on expensive peak power. Generating companies can use BESS to maximize the value of their generation by shifting off-peak energy to peak periods, while grid operators and distribution licensees can utilize BESS for peak load and congestion management, demand-supply balancing and ensuring reliable and quality power supply to consumers. BESS with Grid Forming Inverters may also help in stable grid operation.

(e) The details of BESS capacity allocated to Maharashtra is as under:

(i) Under the Viability Gap Funding for development of BESS scheme through budgetary support, 500 MWh has been allocated to Maharashtra, providing a VGF support of Rs.135 Crores. Maharashtra has commissioned the entire allocated capacity. Further, no Battery Energy Storage System (BESS) project has been commissioned in Akola district under the 500 MWh commissioned capacity.

(ii) Under Viability Gap Funding for development of BESS scheme, supported through PSDF, 4000 MWh BESS capacity has been allocated to Maharashtra, providing a VGF support of Rs.720 Crores. Tendering for this capacity is under process. The Operational Guidelines of the Scheme, notified on 09.06.2025, provide that projects are to be commissioned within 18 months from the date of signing of the Battery Energy Storage Purchase Agreement (BESPA).

STATEMENT

I. Policy and Regulatory Measures

1. The Electricity Rules were amended in December 2022 to explicitly recognize Energy Storage Systems (ESS) as an integral part of the power system, enabling their participation across generation, transmission and distribution functions.

2. In October 2022, ESS were included in the Harmonised Master List of Infrastructure of the Ministry of Finance, facilitating access to long-tenure and lower-cost financing.

3. In June 2023, the Government issued Guidelines for Preparation of Resource Adequacy Plans by State utilities, under which energy storage has been incorporated as a key planning resource for meeting peak demand and ensuring system reliability.

4. A National Framework for Promotion of Energy Storage Systems was issued in September 2023, providing a comprehensive roadmap for

deployment, market integration and regulatory facilitation of storage technologies.

II. Demand-Side Enablers and Market Development Measures

5. Waiver of Inter-State Transmission System (ISTS) charges has been provided for co-located BESS projects commissioned up to June 2028, to improve project viability. For non co-located BESS, 100% ISTS charges waiver has been extended for projects commissioned by June 2025 with 25% annual reduction in waiver thereafter.

6. In January 2022, CERC allowed storage-based resources to provide ancillary services, including secondary and tertiary reserves, enabling ESS to support real-time grid balancing alongside conventional generators.

7. Tariff-Based Competitive Bidding (TBCB) Guidelines for procurement of BESS by distribution licensees were notified in March 2022, creating a transparent mechanism for large-scale storage procurement.

8. Under the Electricity (Rights of Consumers) Rules, 2020, amended in December 2022, consumers using diesel generator sets have been mandated to shift to cleaner backup solutions, including energy storage, within timelines specified by State Commissions.

9. Electricity supplied from BESS has been allowed to participate in the High-Price Day-Ahead Market, launched in March 2023, enabling storage to respond to peak price signals similar to gas-based generation.

III. Supply-Side and Manufacturing-Focused Measures

10. The Ministry of Heavy Industries is implementing a Production-Linked Incentive (PLI) Scheme with an outlay of ₹18,100 crore for establishing 50 GWh of Advanced Chemistry Cell manufacturing capacity, of which 10 GWh is earmarked for grid-scale stationary storage.

11. CERC has allowed separate grid connectivity during non-solar hours, enabling additional renewable capacity at existing substations and facilitating storage-based shifting of power to evening and night hours (September 2025).

12. Through amendment of the Electricity Rules in September 2025, energy storage systems have been permitted to be developed, owned, leased or operated by consumers, expanding the range of ownership and business models.

13. In February 2025, CEA issued an advisory on co-location of ESS with solar power projects, recommending storage capacity of at least 10% of installed solar capacity for a minimum duration of two hours, to improve dispatchability of solar power.

ASSESSMENT OF EXTENT OF WATER SCARCITY

698. SHRI B. MANICKAM TAGORE:

SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has assessed the extent of water scarcity across States due to declining groundwater levels, if so, the details thereof and if not, the reasons therefor;

(b) whether the groundwater depletion has reached critical levels in certain regions, if so, the details thereof, State-wise;

(c) whether the Government has implemented any programmes for groundwater recharge and conservation, if so, the details thereof and if not, the reasons therefor;

(d) whether the rainwater harvesting has been effectively promoted nationwide, if so, the details thereof including the targets set and achievements made and if not, the reasons therefor;

(e) whether the watershed development programmes have improved water availability in rural areas, if so, the details thereof and if not, the reasons therefor; and

(f) whether adequate funds have been allocated for water conservation schemes, if so, the details thereof including their utilisation status and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) Dynamic Ground Water Resources of the country are assessed annually by the Central Ground Water Board (CGWB) in collaboration with the State Governments. As per the Dynamic Ground Water Resources Assessment, 2025, the total Annual Ground Water Recharge has been

assessed at 448.52 Billion Cubic Metres (BCM), the Annual Extractable Ground Water Resource at 407.75 BCM and the total Annual Ground Water Extraction at 247.22 BCM. The Stage of Ground Water Extraction for the country has been assessed at 60.63 per cent.

Out of 6,762 assessment units (Blocks/Taluks/Mandals), 730 (10.80%) have been categorised as Over-exploited, 201 (2.97%) as Critical, 758 (11.21%) as Semi-Critical, 4,946 (73.14%) as Safe and 127 (1.88%) as Saline. The State/UT-wise details of groundwater resources are provided through link given below.

https://www.jalshakti-dowr.gov.in/static/uploads/2025/11/711d8d476bbf498cd90f8038e7371227.pdf

The Central Ground Water Board (CGWB) monitors groundwater levels throughout the country. As per the post-monsoon 2025 monitoring, about 90 per cent of the analysed wells recorded groundwater levels between 0 and 10 metres below ground level. The State-wise depth-to-water level distribution is given in the enclosed **Statement.**

Comparison of the Dynamic Ground Water Resources Assessments of 2017 and 2025 indicates an increase in annual groundwater recharge from 431.86 BCM to 448.52 BCM, a reduction in annual groundwater extraction and a decline in the Stage of Ground Water Extraction from 63.33 per cent to 60.63 per cent. During the same period, the proportion of assessment units categorised as Safe increased from 63 per cent to 73.14 per cent, while the

proportion of Over-exploited assessment units declined from 17 per cent to 10.80 per cent. These trends reflect the sustained efforts of the Central and State Governments towards scientific groundwater management and conservation.

(c) and (d) Water being a State subject, sustainable development and management of groundwater resources is primarily the responsibility of the State Governments. However, the Central Government supplements the efforts of the State Governments by providing technical guidance, policy support and financial assistance through various schemes and programmes. The major initiatives taken to promote groundwater recharge, conservation and rainwater harvesting are as follows:

i. The Central Ground Water Authority (CGWA) regulates groundwater extraction in the country through the Guidelines dated 24.09.2020 and amendments thereto. The Guidelines mandate implementation of rainwater harvesting and artificial recharge measures by industries, infrastructure and mining projects for obtaining No Objection Certificates (NOCs) for groundwater withdrawal and prescribe various water conservation measures.

ii. The Central Ground Water Board (CGWB) has completed the National Aquifer Mapping and Management Programme (NAQUIM) covering about 25 lakh sq. km of the mappable area of the country. Aquifer maps and management plans have been shared with the State Governments for implementation. Building upon this, NAQUIM 2.0 has been initiated for detailed aquifer mapping in priority areas such as water-stressed regions, groundwater quality-affected

areas, coastal areas, urban agglomerations, industrial clusters and springsheds to facilitate scientific groundwater management and recharge planning.

iii. Jal Shakti Abhiyan (JSA) is an annual mission-mode campaign focusing on water conservation, rainwater harvesting, renovation of traditional and other water bodies/tanks, reuse and recharge structures, watershed development and intensive afforestation. As per the available information, more than 2 crore water conservation and artificial recharge works have been undertaken across the country through convergence under JSA.

iv. The Jal Sanchay Jan Bhagidari (JSJB) initiative, launched in 2024, promotes community participation in rainwater harvesting, groundwater recharge and water conservation. Thus far, more than 1.55 crore artificial groundwater recharge and water storage works have been constructed across the country under the initiative. Subsequently, the Jal Sanchay Jan Bhagidari–Catch the Rain (JSJB-CTR) campaign was launched on 1st June, 2026 to further promote rainwater harvesting and groundwater recharge across the country.

v. Mission Amrit Sarovar was launched to develop and rejuvenate at least 75 water bodies in every district of the country. Nearly 69,000 Amrit Sarovars have been developed/rejuvenated, contributing to enhanced water storage and groundwater recharge.

vi. The Ministry of Housing and Urban Affairs has issued the Model Building Bye-Laws, 2016, which provide for rooftop rainwater harvesting in specified categories of buildings. So far, 35 States/UTs have incorporated these

provisions in their respective building bye-laws to promote rainwater harvesting and augment groundwater recharge.

(e) Watershed Development Programmes are being implemented by the Department of Land Resources under the Watershed Development Component of the Pradhan Mantri Krishi Sinchayee Yojana (WDC-PMKSY). The programme promotes integrated development of rainfed and degraded lands through soil and moisture conservation, rainwater harvesting, groundwater recharge, drainage line treatment, afforestation and other watershed interventions, thereby contributing to improved water availability and sustainability of natural resources in rural areas. As per the Management Information System (MIS) of the Department of Land Resources, about 10.79 lakh hectares of degraded/rainfed land have been treated, over 1.22 lakh water harvesting structures have been created/rejuvenated, about 3.20 lakh hectares have been covered under soil and moisture conservation measures, about 3.06 lakh hectares have been brought under protective irrigation and about 24 lakh farmers have benefited under the programme.

(f) Water being a State subject, planning, funding and implementation of water conservation and groundwater recharge works are primarily undertaken by the respective State Governments through their own resources and under various Central and State schemes. Under the Viksit Bharat – Guarantee for Rozgar and Ajeevika Mission (Gramin) [VB–G RAM G], water-related works have been accorded the highest priority, with expenditure on such works to be prioritised at not less than 65 per cent in Over-exploited and Critical blocks, 40 per cent in

Semi-Critical blocks and 30 per cent in Safe blocks. Further, under the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY)–Har Khet Ko Pani (HKKP), financial assistance has been provided to the States for implementation of the Surface Minor Irrigation (SMI) and Repair, Renovation and Restoration (RRR) of Water Bodies components, with Central Assistance amounting to Rs. 993.87 crore released during 2025-26.

STATEMENT

State-wise Depth to Water Level Distribution of Percentage of Observation Wells Post-Monsoon 2025

Sr. No.	State/UT Name	No of well analysed	No./Percentage of wells showing depth to water level (mbgl) in the range of											
			0 to 2		2 to 5		5 to 10		10 to 20		20 to 40		> 40	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
1	Andaman & Nicobar Islands	109	102	93.6	7	6.4	0	0.0	0	0.0	0	0.0	0	0.0
2	Andhra Pradesh	801	463	57.8	219	27.3	78	9.7	25	3.1	11	1.4	5	0.6
3	Arunachal Pradesh	28	11	39.3	13	46.4	3	10.7	1	3.6	0	0.0	0	0.0
4	Assam	413	203	49.2	172	41.6	29	7.0	7	1.7	2	0.5	0	0.0
5	Bihar	874	216	24.7	554	63.4	103	11.8	1	0.1	0	0.0	0	0.0
6	Chandigarh	12	0	0.0	3	25.0	2	16.7	2	16.7	3	25.0	2	16.7
7	Chhattisgarh	934	240	25.7	558	59.7	122	13.1	12	1.3	2	0.2	0	0.0
8	Delhi	120	18	15.0	31	25.8	41	34.2	17	14.2	12	10.0	1	0.8
9	Goa	72	26	36.1	26	36.1	16	22.2	4	5.6	0	0.0	0	0.0

10	Gujarat	997	207	20.8	461	46.2	223	22.4	77	7.7	26	2.6	3	0.3
11	Haryana	350	54	15.4	66	18.9	49	14.0	76	21.7	64	18.3	41	11.7
12	Himachal Pradesh	169	40	23.7	61	36.1	30	17.8	17	10.1	15	8.9	6	3.6
13	Jammu & Kashmir	345	96	27.8	139	40.3	54	15.7	31	9.0	17	4.9	8	2.3
14	Jharkhand	493	96	19.5	319	64.7	76	15.4	2	0.4	0	0.0	0	0.0
15	Karnataka	1168	369	31.6	427	36.6	326	27.9	45	3.9	1	0.1	0	0.0
16	Kerala	1466	316	21.6	503	34.3	531	36.2	104	7.1	11	0.8	1	0.1
17	Madhya Pradesh	1451	351	24.2	734	50.6	313	21.6	52	3.6	1	0.1	0	0.0
18	Maharashtra	2303	744	32.3	1079	46.9	396	17.2	70	3.0	12	0.5	2	0.1
19	Manipur	4	2	50.0	2	50.0	0	0.0	0	0.0	0	0.0	0	0.0
20	Meghalaya	72	33	45.8	37	51.4	2	2.8	0	0.0	0	0.0	0	0.0
21	Mizoram	9	7	77.8	2	22.2	0	0.0	0	0.0	0	0.0	0	0.0
22	Nagaland	91	38	41.8	31	34.1	22	24.2	0	0.0	0	0.0	0	0.0
23	Odisha	1330	577	43.4	672	50.5	80	6.0	1	0.1	0	0.0	0	0.0
24	Puducherry	9	4	44.4	4	44.4	1	11.1	0	0.0	0	0.0	0	0.0
25	Punjab	267	29	10.9	51	19.1	36	13.5	65	24.3	62	23.2	24	9.0
26	Rajasthan	1180	256	21.7	195	16.5	128	10.8	138	11.7	200	16.9	263	22.3
27	Sikkim	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
28	Tamil Nadu	921	290	31.5	361	39.2	203	22.0	59	6.4	7	0.8	1	0.1

29	Telangana	539	203	37.7	238	44.2	79	14.7	16	3.0	2	0.4	1	0.2
30	The Dadra &Nagar Haveli And Daman & Diu	41	7	17.1	30	73.2	4	9.8	0	0.0	0	0.0	0	0.0
31	Tripura	101	33	32.7	57	56.4	11	10.9	0	0.0	0	0.0	0	0.0
32	Uttar Pradesh	1103	278	25.2	465	42.2	217	19.7	117	10.6	25	2.3	1	0.1
33	Uttarakhand	191	16	8.4	44	23.0	51	26.7	29	15.2	33	17.3	18	9.4
34	West Bengal	719	323	44.9	329	45.8	51	7.1	15	2.1	1	0.1	0	0.0
	Total	**18683**	**5648**	**30.2**	**7890**	**42.2**	**3277**	**17.5**	**984**	**5.3**	**507**	**2.7**	**377**	**2.0**

mbgl -Metres below ground level

CGWB did not have groundwater monitoring stations in Ladakh and Lakshadweep during the above period

WATER QUALITY MONITORING IN MAHARASHTRA

699. DR. BACHHAV SHOBHA DINESH:

SHRI VISHALDADA PRAKASHBAPU PATIL:

SUSHRI PRANITI SUSHILKUMAR SHINDE:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the frequency of cleaning, flushing and maintenance of drinking water supply pipelines undertaken since 2014, State-wise including district-wise in Maharashtra;

(b) whether any periodic technical reviews and audits of urban and rural drainage and sewerage systems have been conducted during the same period and if so, the details thereof, State-wise including district-wise in Maharashtra;

(c) the number of water quality tests conducted since 2014 including testing for bacterial and chemical contamination, State-wise including district-wise in Maharashtra and the instances where contamination exceeded the permissible limits;

(d) whether the Government has reviewed the lapses that led to major water contamination incidents including the recent water tragedy in Madhya Pradesh and if so, the findings thereof; and

(e) the corrective steps taken to ensure that such public health disasters do not recur?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) to (e) Drinking Water being a State subject, the responsibility of Planning, Designing, Approval, Implementation, Operation & Maintenance of drinking water supply schemes, replacement of drinking water infrastructure including cleaning, flushing and repair of pipelines, monitoring of water quality, and oversight of drainage and sewerage systems for both rural and urban areas including those under the Jal Jeevan Mission (JJM), is vested with State/UT Governments. The Government of India supplements the efforts of the States/ UTs by providing financial, policy guidance and technical assistance.

Jal Jeevan Mission is under implementation since August, 2019, to make provision of tap water supply to every rural household. Under JJM, as per existing guidelines, Bureau of Indian Standards' BIS:10500 standards are adopted as benchmark for quality of water being supplied through the piped water supply schemes. As per the Operational Guidelines, States/ UTs can utilize JJM funds for Water Quality Monitoring & Surveillance (WQM&S) activities, inter-alia, which includes setting up and strengthening of water quality testing laboratories, procurement of equipment, instruments, chemicals, glassware, consumables, hiring of skilled manpower, surveillance by community using field test kits (FTKs), awareness generation, educational programmes on water quality, accreditation/recognition of laboratories, etc.

In consultation with various stakeholders 'Concise Handbook for Monitoring Water Quality of Piped Drinking Water Supply to Rural Households' has been released in December 2024 for guidance to States/ UT's. This handbook recommended for a comprehensive testing of drinking water samples at various testing points such as source, treatment plant, storage and distribution points, and remedial action wherever necessary including measures such as cleaning of OHTs, check pipe line leakage, etc. to ensure that the water supplied to households is of prescribed quality and to enhance public health.

Under JJM, to enable the States/ UTs for online reporting of water quality monitoring and surveillance, an online JJM – Water Quality Management Information System (WQMIS) portal has been developed. The

State–wise details of water quality test reported through WQMIS are available in public domain and can be accessed at: https://ejalshakti.gov.in/WQMIS/Main/report. The State-wise details of water quality testing reported by States/UTs on JJM-WQMIS is given in the enclosed **Statement-I**. The district-wise details of water quality testing reported by Maharashtra on JJM-WQMIS is given in the enclosed **Statement-II**.

Further, Ministry of Housing and Urban Affairs (MoHUA) has informed that MoHUA supplements the efforts of States through policy guidance, financial support and technical advisories under various national programmes. To ensure safe drinking water supply to the urban households, AMRUT/AMRUT 2.0 supports, rehabilitation and upgradation of water supply network and creation/augmentation of Water Treatment Plants (WTPs) plants. Under AMRUT/ AMRUT2.0, a total of 93,457.51 km of water pipeline network has been laid/ replaced. So far, 6140 Million Litre per Day (MLD) of WTP capacity has been approved under AMRUT, of which, 5,429 MLD WTP capacity has been created. Under AMRUT 2.0, 11,395 MLD WTP capacity has been approved so far. These treatment plants are generally equipped with inhouse lab facilities or have tie up with the Labs for regular water quality testing.

Further, AMRUT 2.0 Mission promotes 24x7 water supply with quality assurance, Drink from Tap (DfT) quality water in selected District Metered Areas (DMAs)/wards, online water quality monitoring, sensors and Supervisory Control and Data Acquisition (SCADA), community participation, especially

Women Self Help Groups (SHGs), in water quality testing. 258 water supply schemes have smart monitoring systems such as SCADA system under AMRUT, and 1,422 water supply projects under AMRUT 2.0 has provision for SCADA system.

Drinking water contamination in urban areas is a multi-factor issue and is generally attributable to distribution system vulnerabilities and interface issues with sewerage and sanitation infrastructure. Drinking water supplied in urban areas is required to conform to BIS IS 10500 standards; however, deterioration in quality may occur due to infrastructure-related, operational, environmental and maintenance factors across transmission, storage and distribution systems. The key reasons for contamination in drinking water supply includes leakages, pipe bursts and defective joints, cross-connections with Sewerage and Drainage Systems, ageing infrastructure and corrosion, intermittent water supply and negative pressure, stagnation and prolonged retention of water, poor maintenance of storage and associated infrastructure, inadequate sewerage and septage management, etc.

MoHUA has published Manual on Water Supply and Treatment Systems (Drink from Tap) in March 2024 for reference by the States/ ULBs for designing, implementation, drinking water quality and monitoring of the water supply projects. MoHUA has also issued an advisory "Strengthening Water Quality Monitoring in Cities through Community Participation" under AMRUT 2.0 in November, 2024 to all the States to formulate a Water Quality Monitoring strategy at the State or City level and to strengthen the institutional capacity for

citywide monitoring of drinking water quality in urban areas along with Digital Display Boards for water quality parameters for public information & awareness.

As per MoHUA, the State of Madhya Pradesh had informed that after the incident of contaminated drinking water in Bhagirath Pura, Indore, water supply through pipelines and borewells were completely stopped and water tankers were forced into service. Samples were taken from multiple supply points at user end to ascertain the type of contamination and sent to National Accreditation Board for Testing and Calibration Laboratories (NABL) accredited labs. Standard Operating Procedures have been issued by the State Government to Urban Local Bodies to avoid contamination of water. The "Swaccha Jal Abhiyan" has been launched in the state of Madhya Pradesh by the Honorable Chief Minister from January 10, 2026 with the objective to ensure water security, water conservation and hearing of complains related to water. The matter of drinking water contamination incident of Indore is sub judice before the Hon’ble High Court of Madhya Pradesh at Indore, which has appointed Justice Sushil Kumar Gupta (Retd.) as a one-man Commission of Inquiry to examine the cause of contamination, public health impacts, adequacy of response, preventive measures, and responsibilities of concerned officials.

STATEMENT-I

State-wise details of water quality testing reported by States/UTs

S. No.	State	No. of sample tested in lab						No. of samples with chemical contamination						No. of samples with bacteriological contamination					
		2021-22	2022-23	2023-24	2024-25	2025-2026	2026-27*	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*
1	A&N Islands	992	1,152	984	1,172	2,723	625	52	36	208	100	21	1	58	34	14	92	11	-
2	Andhra Pr.	3,64,606	6,14,014	6,99,999	6,86,179	7,15,401	1,76,597	14,829	14,246	11,928	1,390	16	-	25	24	38	46	-	-
3	Arunachal Pr.	26,007	29,178	39,238	22,271	10,364	1,138	68	-	16	-	-	-	1	4	1	-	-	-
4	Assam	2,16,323	1,69,108	2,97,405	2,70,466	2,05,120	52,398	16,510	4,289	6,531	3,692	1,782	443	292	272	960	588	53	80
5	Bihar	2,02,493	2,32,425	1,60,783	2,74,547	1,36,626	40,237	7,859	5,381	7,519	19,044	92	8	-	4	2	22	-	-
6	Chhattisgarh	68,935	1,11,208	1,23,175	1,60,891	1,01,593	24,905	1,875	2,364	1,457	690	95	29	7	12	5	7	-	-
7	DDNH	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Goa	8,571	8,881	10,336	13,660	7,530	776	11	47	30	21	45	3	2	3	-	-	-	-
9	Gujarat	2,39,232	2,57,489	1,53,057	71,204	3,12,531	1,11,580	16,253	24,840	14,170	4,420	5,770	367	2,549	1,529	819	266	121	6
10	Haryana	96,910	82,725	69,702	60,757	44,717	19,130	397	3,689	1,275	259	71	217	497	12,657	5,507	1,348	325	1,481
11	Himachal Pr.	2,66,754	1,98,497	2,20,428	2,41,458	2,75,154	60,955	12	24	51	17	6	-	5	63	82	8	5	-
12	Jammu &	1,97,360	2,67,334	2,53,364	2,66,547	3,10,370	85,076	710	252	255	52	18	13	786	555	151	42	126	25

S. No.	State	No. of sample tested in lab						No. of samples with chemical contamination						No. of samples with bacteriological contamination					
		2021-22	2022-23	2023-24	2024-25	2025-2026	2026-27*	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*
	Kashmir																		
13	Jharkhand	1,49,724	1,95,314	2,14,431	2,18,562	2,10,621	64,860	1,354	11	222	18	18	4	-	-	19	3	34	7
14	Karnataka	1,59,533	2,22,732	2,66,532	3,21,759	2,56,206	91,531	12,518	20,233	24,917	17,261	12,607	3,529	-	10	4,670	2,574	644	234
15	Kerala	2,41,787	4,55,436	6,36,043	7,00,732	3,63,041	82,136	58,515	70,262	80,836	12,839	7,227	1,563	1,69,764	2,40,629	2,77,151	47,260	28,345	6,806
16	Ladakh	5,359	5,480	7,706	10,229	8,325	565	129	89	122	94	91	6	44	2	80	7	-	6
17	Lakshadweep	3,483	4,778	6,880	7,897	3,576	774	96	117	181	72	8	-	15	25	61	171	37	1
18	Madhya Pr.	3,44,612	6,37,637	5,74,409	5,74,798	4,88,653	2,10,475	1,832	2,438	2,032	701	424	38	264	277	635	133	90	5
19	Maharashtra	69,215	3,93,623	6,42,396	5,87,570	5,47,688	1,90,199	3,340	21,936	28,421	23,257	12,526	4,895	3,819	13,817	18,336	15,982	12,123	3,671
20	Manipur	17,413	22,373	17,413	19,508	5,773	1,116	2	2	25	-	-	-	-	-	-	-	-	-
21	Meghalaya	7,104	32,805	51,836	40,657	37,580	18,080	4	15	53	108	146	22	42	19	94	180	275	69
22	Mizoram	18,930	37,306	29,224	21,908	7,788	2,500	390	473	485	135	144	43	428	1,401	1,792	1,143	250	94
23	Nagaland	4,308	12,747	7,947	6,751	1,258	424	402	45	172	21	35	-	-	-	-	5	-	-
24	Odisha	2,16,816	2,37,965	2,60,445	2,72,406	2,42,555	78,830	10,971	9,032	6,309	4,017	2,648	873	222	127	38	34	5	-
25	Puducherry	942	997	818	287	-	-	8	18	97	23	-	-	3	7	43	17	-	-

S. No.	State	No. of sample tested in lab						No. of samples with chemical contamination						No. of samples with bacteriological contamination					
		2021-22	2022-23	2023-24	2024-25	2025-2026	2026-27*	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*
26	Punjab	14,930	24,616	33,107	67,481	69,953	20,012	815	2,351	560	630	835	213	36	168	128	-	57	7
27	Rajasthan	1,11,407	1,41,441	1,98,476	1,80,063	73,144	11,621	33,486	38,405	34,222	13,675	6,219	1,144	89	203	180	51	35	31
28	Sikkim	6,252	7,689	15,527	17,297	8,436	2,307	5	11	20	93	6	3	18	1,183	595	3,420	3,506	1,900
29	Tamil Nadu	3,46,263	6,71,421	8,48,706	9,07,742	9,43,022	3,11,678	3,514	355	215	130	14	76	165	29	5	3	1	-
30	Telangana	2,23,180	2,46,089	2,91,673	2,85,183	2,78,446	77,919	508	90	2	3	2	-	2	2	-	-	-	-
31	Tripura	30,939	19,572	50,701	82,287	55,538	15,761	2,341	2,078	3,986	407	33	18	70	21	22	33	47	6
32	Uttar Pr.	99,006	3,16,618	6,23,246	0,67,899	8,25,798	1,50,446	15,104	13,356	5,553	2,018	2,094	413	290	945	2,490	1,430	994	984
33	Uttarakhand	71,203	93,407	1,19,958	1,25,553	1,06,444	33,225	14	22	63	49	71	7	55	29	43	34	1,509	618
34	West Bengal	3,41,587	4,67,718	5,74,096	6,82,526	4,74,910	88,474	1,19,115	1,64,989	1,51,202	1,31,806	63,227	13,218	63,255	83,319	67,058	50,794	25,413	5,349
Total		**41,72,176**	**62,19,775**	**75,00,041**	**82,68,247**	**71,30,884**	**20,26,350**	**3,23,039**	**4,01,496**	**3,83,135**	**2,37,042**	**1,16,291**	**27,146**	**2,42,803**	**3,57,370**	**3,81,019**	**1,25,693**	**74,006**	**21,380**

Source: JJM-IMIS

***As on 21.07.2026**

STATEMENT-II

District-wise details of water quality testing reported by Maharashtra

S. no.	State	No. of sample tested in lab						No. of samples with chemical contamination						No. of samples with bacteriological contamination					
		2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*
1	Ahmednagar	1,130	11,978	23,277	24,936	27,392	6,936	-	29	246	119	100	12	2	90	315	418	498	175
2	Akola	195	2,998	5,240	3,538	5,502	2,832	72	603	431	145	102	51	14	116	97	29	68	48
3	Amravati	167	8,415	20,052	18,341	15,993	3,746	16	213	124	141	89	8	-	17	158	205	88	26
4	Beed	795	6,678	12,320	12,985	14,710	3,355	23	54	133	110	57	15	90	540	1,110	1,226	936	195
5	Bhandara	3,400	8,918	26,295	25,719	11,037	4,230	353	1,553	5,209	3,656	652	307	339	846	2,392	1,011	167	37
6	Buldhana	682	11,003	13,861	10,060	6,556	3,557	124	902	743	288	75	45	-	206	235	160	91	39
7	Chandrapur	5,404	25,413	32,701	13,432	13,439	11,467	117	1,365	1,117	67	18	77	100	222	765	106	109	37
8	Chhatrapati Sambhajinagar	959	4,087	11,085	11,997	10,500	3,020	28	297	573	490	390	180	205	507	1,334	1,085	607	179
9	Dharashiv	2,136	4,252	5,055	8,513	9,412	4,859	58	44	36	61	128	107	127	251	354	451	503	146
10	Dhule	3,803	13,472	10,525	11,648	10,384	3,650	18	16	19	40	44	13	24	116	74	109	103	42
11	Gadchiroli	424	8,675	37,230	19,883	19,829	5,787	-	122	674	185	45	16	15	157	651	246	163	19

S. no.	State	No. of sample tested in lab						No. of samples with chemical contamination						No. of samples with bacteriological contamination					
		2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*
12	Gondia	2,426	11,598	23,590	17,331	16,257	6,209	93	168	571	151	92	37	33	181	309	346	195	42
13	Hingoli	1,992	6,469	5,547	5,325	3,753	2,634	90	679	822	526	391	384	167	356	254	361	101	50
14	Jalgaon	1,875	8,345	20,023	24,066	22,991	8,353	10	129	243	265	147	50	8	50	212	217	232	54
15	Jalna	1,813	3,659	6,455	7,736	6,174	2,901	215	412	640	372	228	198	49	284	283	159	208	73
16	Kolhapur	4,067	19,350	24,362	26,024	28,560	11,152	66	120	70	54	38	16	94	295	330	364	312	96
17	Latur	2,315	2,954	5,255	3,198	5,622	2,244	198	208	336	177	89	80	216	254	472	242	189	115
18	Nagpur	1,222	10,019	30,050	27,487	15,257	3,556	2	927	3,355	4,515	1,904	158	60	146	427	507	288	172
19	Nanded	6,639	16,638	19,976	24,224	19,074	4,553	909	5,754	4,769	5,146	2,953	843	1,336	2,012	2,174	2,787	1,792	447
20	Nandurbar	3,743	15,412	31,042	32,932	35,451	5,066	6	177	137	118	136	-	115	326	392	538	613	239
21	Nashik	4,886	28,188	26,484	33,930	29,047	10,835	238	1,965	639	882	714	616	73	274	514	583	540	155
22	Palghar	132	6,073	15,450	14,348	11,273	2,638	-	-	10	9	26	1	-	24	47	68	118	15
23	Parbhani	1,515	3,057	4,369	5,327	5,124	1,603	156	331	286	326	276	117	84	211	350	427	331	109
24	Pune	4,116	18,426	33,258	22,078	29,189	10,620	179	583	756	343	334	348	111	3,670	991	633	582	245
25	Raigad	1,823	13,654	22,698	14,543	16,183	3,842	-	83	89	12	198	70	-	225	265	84	73	38

S. no.	State	No. of sample tested in lab						No. of samples with chemical contamination						No. of samples with bacteriological contamination					
		2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27*
26	Ratnagiri	523	10,033	20,785	21,546	19,683	5,447	-	2	9	7	3	2	2	28	217	295	139	64
27	Sangli	4,465	19,569	23,822	24,692	21,169	5,917	33	83	209	180	54	16	225	664	767	884	664	222
28	Satara	221	35,533	36,804	34,208	35,340	16,446	-	454	513	161	42	43	1	105	119	147	79	17
29	Sindhudurg	1,546	10,282	18,431	12,833	7,877	1,879	12	23	134	61	9	14	24	461	889	556	208	103
30	Solapur	3,278	25,045	28,535	29,349	31,822	12,979	221	2,827	2,608	2,965	2,560	661	284	912	764	643	629	280
31	Thane	72	4,136	5,914	8,676	8,852	2,601	-	31	37	32	28	12	-	26	39	34	21	8
32	Wardha	328	5,422	9,949	4,272	3,556	1,870	29	1,070	1,370	175	53	31	-	9	42	14	46	33
33	Washim	1,019	2,477	4,305	2,353	3,101	1,831	74	180	172	55	19	17	21	37	164	78	109	34
34	Yavatmal	104	11,395	27,651	30,040	27,579	11,584	-	532	1,341	1,423	532	350	-	199	830	969	799	117
Total		**69,215**	**3,93,623**	**6,42,396**	**5,87,570**	**5,47,688**	**1,90,199**	**3,340**	**21,936**	**28,421**	**23,257**	**12,526**	**4,895**	**3,819**	**13,817**	**18,336**	**15,982**	**11,601**	**3,671**

As on 21.07.2026

Source: JJM-IMIS

ETHANOL-BLENDING AND CONSUMER CHOICE

700. SHRI CHARANJIT SINGH CHANNI:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the extent of savings in crude oil import expenditure achieved as a result of the Ethanol Blended Petrol (EBP) Programme during the last five years, year-wise;

(b) whether the Government has assessed the impact of ethanol blending on the retail price of petrol and the extent to which the resulting economic benefits have been passed on to consumers, if so, the details thereof;

(c) whether it is a fact that despite increased ethanol blending and reduced dependence on imported crude oil, consumers have not witnessed a corresponding reduction in petrol prices, if so, the details thereof;

(d) whether consumers are presently provided the option to purchase non-ethanol-blended petrol alongside ethanol-blended petrol at retail outlets, if so, the details thereof; and

(e) if not, the reasons therefor and whether the Government proposes to provide consumers the freedom to choose between blended and non-blended petrol in the interest of the consumer rights and informed choice, if *so*, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) The estimated extent of crude oil substitution achieved as a result of the Ethanol Blended Petrol (EBP) Programme during the last five years, year-wise is tabulated below:

Ethanol Supply Year (ESY)	**Savings in Foreign Exchange due to crude oil import reduction (Rs. Crore)**
2021-22	23,194.6
2022-23	24,368.5
2023-24	32,832.6
2024-25	43,307.6
2025-26 (Upto 30.06.2026)	42,194.3

(b) and (c) For the Ethanol Supply Year 2024-25, the average procurement cost of ethanol stands at Rs. 71.55 per litre (inclusive of transportation and GST), which was higher than the cost of refined petrol.

The OMCs purchase ethanol under the EBP Programme at remunerative prices so that farmers are fairly compensated. For instance, Maize based ethanol prices have increased progressively and its current procurement price is Rs 71.86/litre (exclusive Transportation and GST). Therefore, if international crude price remains at around US $70 per barrel, ethanol becomes costlier than pure petrol. India has managed to protect consumers from full impact of volatile global crude oil prices, as nearly 20% of every litre of petrol sold consists of domestically produced ethanol.

This is one of the principal reasons that, despite unprecedented global disruptions, India witnessed one of the most moderated increases in retail fuel prices among major economies and its neighbouring countries over the years:

Country	**Petrol (June-22) (Rs per Ltr)**	**Petrol (June-26) (Rs per Ltr)**	**% increase**
Pakistan	92.64	129.48	39.77
Sri-Lanka	90.43	123.59	36.66
Nepal	113.99	137.19	20.35
Bangladesh	76.97	109.82	42.69
Italy	166.85	197.52	18.39
Germany	163.18	194.26	19.05
France	174.18	205.08	17.74
India (Delhi)	96.72	102.12	5.58

Ethanol blending is therefore not about making petrol cheaper. It is about reducing India’s exposure to vagaries of imported crude oil.

(d) and (e) In accordance with the Government's policy for implementation of the Ethanol Blended Petrol (EBP) Programme, both Public and Private Oil Marketing Companies have been directed to supply Ethanol Blended Motor Spirit containing up to 20% ethanol, conforming to the relevant Bureau of Indian Standards (BIS) specifications, across all States and Union Territories.

Further, with effect from 1 April 2026, Ethanol Blended Motor Spirit with a minimum Research Octane Number (RON) of 95 has been notified under the relevant statutory provisions.

The Government's policy is to progressively transition towards cleaner, more efficient and environmentally sustainable fuels in line with the National Policy on Biofuels and India's energy security and emission reduction objectives.

Automobile manufacturers, component suppliers, SIAM, ARAI, testing agencies and Oil Marketing Companies were associated with every stage of the scientific evaluation and phased rollout of E20. E20 was rolled out only after successful validation of fuel systems, engine durability, drivability, reasonable material compatibility and emissions performance.

These studies also established that legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear due to E20. Had automobile manufacturers not been fully satisfied with the results, they would neither have validated E20 fuel for older vehicles nor honoured warranty obligations.

The Government's assessment is based not only on laboratory research but also on large-scale experience after nationwide implementation. India witnesses approximately 8 crore vehicles visiting retail outlets every day (around 80% petrol vehicles).

E15+ blended petrol has been in widespread use for over three-and-a-half years and E19-E20 fuel for over two-and-a-half years. More than 20 crore

two-wheelers and over 3 crore petrol cars have been operating on these blends without any verified evidence of widespread engine failure or vehicle breakdown attributable to ethanol blending. Manufacturer service data confirm that there is no abnormal corrosion, wear or reduction in vehicle life due to E20 fuel. Manufacturers continue to honour warranty obligations for vehicles using E20 fuel, providing further confidence in its safety and reliability.

A leading OEM serviced 2.84 crore vehicles during FY 2025-26, including approximately 1.5 crore vehicles that were not originally certified as E20-compatible, and reported no E20-linked corrosion, abnormal wear or reduction in component life. A leading 2-wheeler company has reported similar field experience. One OEM recently stated that data from 1.4 crore E20-operated vehicles tracked over an extended period showed no evidence of ethanol-induced corrosion. ARAI reaffirmed that vehicles undergo rigorous international-standard validation before reaching consumers.

The transition to E20 has been phased, consultative and scientifically validated, following extensive consultations with automobile manufacturers, ARAI, SIAM, Oil Marketing Companies and other stakeholders. Material compatibility, engine durability, fuel systems, drivability, emissions and performance were comprehensively evaluated before rollout.

Having been scientifically validated and accepted by the automobile industry after extensive testing, there is no proposal to revert to E0/E10 petrol. The objective of public policy is to move forward with a superior fuel, not return to an inferior standard.

Maintaining parallel nationwide supply chains for E0, E10 and E20 petrol across more than one lakh retail outlets would significantly increase logistics complexity, inventory and handling costs. Public policy must balance consumer convenience with energy security, environmental sustainability and farmer welfare.

Once a cleaner and scientifically validated fuel has been adopted, the objective is to move forward with better technology, not revert to an inferior standard.

AIR CARGO INFRASTRUCTURE

701. DR. K. SUDHAKAR :
SHRI TEJASVI SURYA :
SHRI VISHWESHWAR HEGDE KAGERI :
SHRI ANURAG SHARMA :
SHRI SUDHEER GUPTA:
SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:
SHRIMATI D. K. ARUNA:
SHRI TRIVENDRA SINGH RAWAT:
SHRI ASHOK KUMAR RAWAT:
SHRIMATI KAMALJEET SEHRAWAT:
SHRI KRIPANATH MALLAH:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) the progress made in strengthening air cargo infrastructure under the National Logistics Policy and the Krishi UDAN Scheme during the year 2026 in the country, State-wise;

(b) the airports and cargo terminals identified for expansion or upgradation along with the current status thereof across the country, particularly in Karnataka;

(c) whether air cargo operations have been integrated with the National Logistics Portal and other trade facilitation systems and if so, the details thereof; and

(d) the measures taken to improve handling capacity and reduce turnaround time for export- oriented and perishable cargo?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) The Government has strengthened the air cargo infrastructure by catalysing reforms across the logistics ecosystem through the National Logistics Policy, aligning infrastructure development with PM GatiShakti National Master Plan, driving improvements in digital integration and infrastructure planning. In addition, to facilitate and incentivise movement of agri-produce by air transportation, waiver of landing and parking charges is provided for Indian freighters and P2C (Passenger-to-Cargo) Aircraft by the Airports Authority of India (AAI) and the Ministry of Defence at selected airports under the Krishi Udan Scheme. Further, Route Navigation Facility Charges

(RNFC) and Terminal Navigational Landing Charges (TNLC) are waived at such selected AAI airports under the Scheme.

(b) Expansion, modernisation and development of airport infrastructure including strengthening air traffic management, modernisation of passenger and cargo handling facilities, is a continuous process, which is undertaken by the Airports Authority of India (AAI) and the other Airport Operators/Developers concerned depending upon traffic demand, commercial feasibility, operational requirements for safety of aircraft operation and demand from airlines etc. Air cargo warehousing capacity is augmented through the development of new facilities, along with the modernisation and upgradation of existing cargo terminals across the country, including in the State of Karnataka.

(c) and (d) Major airports have progressively integrated with the digital logistics and trade facilitation ecosystem through the Unified Logistics Interface Platform (ULIP), airport cargo community systems, customs platforms such as ICEGATE and other digital trade facilitation platforms. Further, airports have implemented several measures to improve handling capacity and reduce turnaround time for export-oriented and perishable cargo viz. expansion and modernization of cargo infrastructure, dedicated facilities for perishable cargo and pharma zones, digitalization and paperless cargo processing and cargo process improvements.

अपशिष्ट प्रबंधन प्रणाली के लिए सहायता

702. श्री त्रिवेन्द्र सिंह रावतः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार घरेलू कचरे के पृथक्करण, वैज्ञानिक निपटान और खाद निर्माण को बढ़ावा देने के लिए ग्राम पंचायतों, रेजीडेंट वेलफेयर एसोसिएशनों और आवास समितियों को कोई वित्तीय सहायता, अनुदान या प्रोत्साहन प्रदान कर रही है;

(ख) यदि हां, तो उक्त योजना का ब्यौरा क्या है, सहायता राशि कितनी है और इसके तहत अब तक लाभान्वित हुए संस्थानों की संख्या कितनी है;

(ग) क्या सरकार का विचार सामुदायिक स्तर पर अपशिष्ट प्रबंधन प्रणालियों को विकसित करने के लिए कोई विशेष प्रोत्साहन प्रदान करने का है; और

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

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू): (क) और (ख) स्वच्छ भारत मिशन–शहरी (एसबीएम-यू) 2.0 के अंतर्गत, राज्यों/संघ राज्य क्षेत्रों से राज्य स्तरीय तकनीकी समिति (एसएलटीसी) द्वारा विधिवत अनुमोदित कार्य योजनाएं प्राप्त होने के आधार पर राज्यों/संघ राज्य क्षेत्रों को निधियों का केंद्रीय हिस्सा जारी किया जाता है, जिन्हें संबंधित राज्य/संघ राज्य क्षेत्र सरकार द्वारा उनकी कार्य योजना के अनुसार आगे शहरी स्थानीय निकायों (यूएलबी) को भेजा जाता है।

एसबीएम-ग्रामीण के अंतर्गत, प्रत्येक वित्तीय वर्ष में राज्यों/संघ राज्य क्षेत्रों को उनकी अनुमोदित वार्षिक कार्यान्वयन योजना (एआईपी), पिछले प्रदर्शन और बजट की उपलब्धता के आधार पर निधियां आवंटित की जाती हैं। राज्यों/संघ राज्य क्षेत्रों को घटक-वार/परियोजना-वार निधियां जारी नहीं की जाती हैं।

(ग) और (घ) भारत सरकार ने एसबीएम-यू 2.0 के ठोस अपशिष्ट प्रबंधन के अंतर्गत राज्यों/संघ राज्य क्षेत्रों को केंद्रीय हिस्से के रूप में जारी करने के लिए 10,930.12 करोड़ रुपए आवंटित किए हैं। इसमें से 10,566.42 करोड़ रुपए के केंद्रीय हिस्से वाली कार्य योजनाओं को अनुमोदित किया गया है।

राज्यों/संघ राज्य क्षेत्रों द्वारा एसबीएम (जी) एकीकृत प्रबंधन सूचना तंत्र पर उपलब्ध कराए गए आंकड़ों के अनुसार, दिनांक 20.07.2026 तक 5,36,114 गांवों में ठोस अपशिष्ट प्रबंधन की व्यवस्था की गई है। इसके अतिरिक्त, प्लास्टिक अपशिष्ट प्रबंधन (पीडब्ल्यूएम)के लिए ग्रामीण क्षेत्रों में प्लास्टिक अपशिष्ट प्रबंधन इकाई (पीडब्ल्यूएमयू) के निर्माण हेतु प्रति ब्लॉक अधिकतम 16 लाख रुपये तक का प्रावधान किया गया है।

MODIFIED UDAN SCHEME FOR NORTH-EASTERN STATES

703. SHRI GAURAV GOGOI :

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) the total number of routes sanctioned under UDAN Scheme for Assam and other North Eastern States across all phases along with the number of routes currently operational and the number of routes discontinued after the Viability Gap Funding period ended;

(b) whether the Government has examined the CAG's finding that only 7-10 per cent of UDAN routes remained financially viable after the subsidy period, and if so, the details thereof along with the specific mechanism provided under the Modified UDAN Scheme 2026-2036 to prevent recurrence of such failures;

(c) the amount earmarked specifically for North-Eastern routes, airport development and helipad connectivity out of the Rupees 28,840 crore allocated under the Modified UDAN Scheme; and

(d) the action taken against airlines that surrendered North-Eastern routes before the end of their contracted subsidy period?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) Under the UDAN Scheme, a total of 90 routes have been operationalised across all phases for the North Eastern States, including Assam. Out of these, 38 routes are currently operational. Further, 28 routes in the North Eastern States have completed their three-year Viability Gap Funding (VGF) tenure and are presently non-operational.

(b) More than 50% of the routes under UDAN are currently operational and more than 25% routes are operational commercially. Further, the next phase of the Regional Connectivity Scheme (RCS)-UDAN has been launched on 04.07.2026.

The modified scheme incorporates a tapered VGF mechanism extending up to five years, wherein financial support is for a longer time in a tapered manner to enable airlines to transition towards commercially sustainable operations.

(c) Modified UDAN is being implemented from FY 2026-27 to FY 2035-36 with an outlay of Rs. 28,840 crores including Rs 12,159 crore for development of

Aerodromes, Rs 10,043 crore for VGF to support airline operators, Rs 2577 crore for O&M support, Rs.3,661 crore for developing 200 heliports in the North Eastern Region, Himalayan and Islands States/UTs and Aspirational districts. The scheme aims to connect 120 new destinations, serve 4 crore passengers over the next 10 years, across the country including the North East.

(d) Some UDAN routes were discontinued by airlines before completing 3 years tenure due to a variety of factors such as the COVID-19 pandemic, aircraft shortage, supply chain issues, aircraft maintenance, airport/runway maintenance, low passenger demand on some routes, etc. Further, routes that were discontinued in the past rounds are also rebid, awarded and operationalised in subsequent rounds.

INVESTIGATION IN AIR CRASH INCIDENT

704. SHRI CHAMALA KIRAN KUMAR REDDY:

SHRI EATALA RAJENDER:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Aircraft Accident Investigation Bureau (AAIB) has released the interim statement on the investigation into the Air India AI-171 aircraft crash and if so, the details thereof;

(b) whether the final report would be released after completion of all investigative work and conclusion of the mandatory international review and consultation processes and if so, the details thereof; and

(c) the corrective steps taken including the losses estimated and the future course of action proposed to prevent recurrence of such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) Yes, the interim statement was published by Aircraft Accident Investigation Bureau (AAIB) on 12 June 2026. The same is available on the AAIB website.

(b) The investigation is looking into all the aspects to identify the root cause and contributing factors leading to the accident. The final investigation report will be published after processing the requirements of International Civil Aviation Organization (ICAO) Annex 13 and acceptance by the competent authority.

(c) Post AI-171 accident, the following measures have been taken.

(i) Directorate General of Civil Aviation (DGCA) General Safety Circular 01/2025 dated 19th June 2025 has been implemented for comprehensive special audit to assess aviation ecosystem & strengthen aviation safety architecture.

(ii) DGCA has issued General Safety Circular 02/2025 dated 11th December 2025 on advance preparedness & timely compliance of specific operating regulations.

(iii) One-time enhanced inspections have been carried out on B-787 to verify the serviceability and the safe operation of scheduled flights.

(iv) DGCA directed M/s Air India to carry out additional maintenance action on B-787-8/9 aircraft equipped with Genx engine.

PROGRESS AND FINALISATION OF THIRD AND FOURTH PHASES OF KOCHI METRO

705. SHRI HIBI EDEN :

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the finalisation of the selection of routes for the third and fourth phases of Kochi Metro has been completed, if so, the details thereof including the timeline fixed in this regard and if not, the reasons therefor;

(b) whether a funding model has been established for the third and fourth phases of Kochi Metro, if so, the details thereof including the timeline fixed in this regard and if not, the reasons therefor;

(c) whether there are any pending proposals from the State Government of Kerala related to the third and fourth phases of Kochi Metro, if so, the details thereof including the timeline fixed in this regard and if not, the reasons therefor;

(d) whether any other development plans for income generation of Kochi Metro Rail Ltd. (KMRL) have been decided, if so, the details thereof including the timeline fixed in this regard and if not, the reasons therefor;

(e) whether the completion date of the second phase of Kochi Metro has been fixed, if so, the details thereof including the timeline fixed in this regard and if not, the reasons therefor; and

(f) whether KMRL has initiated the procurement process for additional trains as part of its expansion plans under Phase II and Phase III development projects, if so, the details thereof including the timeline fixed in this regard and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (c) No. This Ministry has not received any proposal for the third and fourth phases of Kochi Metro from State Government of Kerala.

(d) Kochi Metro Rail Limited (KMRL) has undertaken various Non-Fare Box Revenue (NFBR) initiatives to enhance its financial sustainability. The major initiatives undertaken includes the following:

- Semi-Naming Rights / Co-Branding of Metro Stations
- Advertisement Rights (Train, Pillar & Station)
- Optical Fiber Cable (OFC) Leasing
- Allied Infrastructure & Parking Facilities
- Short-Term Campaigns, Sponsorships & Shoots
- Rental Income from Commercial & Office Spaces
- Land Monetization
- Development of link bridges

- Operation of feeder service such as Autos & Buses
- Licensing of space for Telecom Tower
- Licensing of space for EV Charging Stations

(e) and (f) Kochi Metro Phase II project is having route length of 11.2 km which includes procurement of two trains. As per sanction order, the project is to be completed within 4 years from the date of sanction of the Project.

IRREGULARITIES UNDER JJM IN MAHARASHTRA

706. SHRI BAJRANG MANOHAR SONWANE:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government is aware of complaints regarding delays, incomplete works, poor quality of execution and alleged irregularities in the implementation of the Jal Jeevan Mission (JJM) in Beed district, Maharashtra and if so, the details thereof;

(b) the total number of drinking water supply schemes sanctioned in the said district along with the total funds approved, released and expenditure incurred along with the percentage of funds utilised, year and scheme-wise;

(c) whether the Government has received any complaints regarding bogus or non-functional works, defective pipelines, fake household tap connections, financial irregularities or misappropriation of public funds, if so, the details

thereof along with the inquiries conducted and the action taken against the concerned officials, contractors and implementing agencies; and

(d) whether the Government proposes to conduct an independent technical and financial audit of all JJM works in Beed district and if so, the details thereof along with the corrective measures being taken to ensure transparency, accountability, quality construction and uninterrupted drinking water supply to every eligible rural household?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) Drinking Water is a 'State' subject, and hence, under Jal Jeevan Mission (JJM), the responsibility of planning, approval, implementation, operation & maintenance of drinking water supply schemes lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance. As such, grievances/ complaints, etc. inter alia including sub-standard work and financial irregularities under JJM are handled and disposed of at the State/ UT level.

As informed by State government of Maharashtra, Maharashtra Jeevan Pradhikaran Beed division has 26 schemes, out of which there are 25 schemes under JJM and 01 is under NRDWP and is handed over to the Zilla Parishad, Beed. The works of 25 water supply schemes under the JJM in Beed district are in progress. The implementation has been delayed to some extent due to reasons such as non-availability of land required for construction by the

Gram Panchayat within the stipulated time, delay in approvals for railway and road crossings proposals in time, obstruction by local farmers due to crops in the fields and non-availability of funds required for the work on time, etc. Out of the above 26 schemes, the work of none of the schemes has been of poor quality or no such complaint received about any scheme.

Further, the State has informed that in Zilla Parishad Beed, complaints regarding delay in execution of works, incomplete works, poor quality of execution and alleged irregularities in the implementation of JJM have been received from time to time at various levels. Such complaints are examined by the concerned authorities and, wherever required, inspections/inquiries are conducted.

(b) As informed by State government of Maharashtra, in Maharashtra Jeevan Pradhikaran, Beed, a total of 26 schemes are implemented with a total cost of Rs. 408.1908 crore and till now a total fund of Rs. 216.6884 crore has been disbursed on these schemes. Further under Zilla Parishad Beed, a total of 1273 drinking water supply schemes have been sanctioned under JJM with an approved cost of Rs. 1,451.28 crore, against which, an expenditure of Rs. 805.63 crore has been incurred so far. As reported by the state, the year-wise expenditure incurred under JJM in Beed district is as follows:

Financial year	**Expenditure (Rs. in crore)**
2021-22	6.9871
2022-23	127.3596
2023-24	507.4287

2024-25	113.5309
2025-26	50.32

(c) As informed by State government of Maharashtra, complaints regarding non-functional works, defective pipelines, household tap connections and alleged financial irregularities under JJM have been received from time to time. Such complaints are examined through inquiries conducted by the concerned Deputy Engineers and Division Level Committees. It has also been informed that an Inquiry Committee was constituted and deputed by the State Government to inquire into the complaints received regarding the alleged irregularities in the tender process under the Zilla Parishad, Beed, and to submit its report. As per the findings of the said Inquiry Committee, departmental disciplinary proceedings have been initiated and are presently underway against the concerned officers in respect of the irregularities observed in the tender process. Also, minor defects and deficiencies observed during inspections were rectified by the concerned implementing agencies/contractors within the stipulated time. Further, the schemes are subjected to Third Party Inspection by Tata Consulting Engineers Ltd. The inspection reports are reviewed and necessary corrective measures are undertaken before release of funds, thereby ensuring compliance with the prescribed quality standards and guidelines.

(d) The State has informed that as per JJM guidelines third-party inspection agencies are appointed by State to maintain quality aspects, who submit

reports to implementing agencies with suggestion of corrective measures regarding quality, which are complied by the implementing agency through their contractors. State nodal officers are appointed suo moto by State for monthly visit of schemes for inspection of social and quality aspects.

In addition, Government of India regularly reviews the implementation with respective State Governments through review meetings and visits of multi-disciplinary teams to highlight the areas to strengthen implementation and monitoring of the mission. Furthermore, ground verification of schemes has been enhanced by strengthening the monitoring framework for National WASH Experts (NWEs) through a revised and comprehensive checklist emphasizing quality of execution. The reports of NWEs are shared with States through JJM-IMIS for taking corrective measures.

ROADMAP ON PUMPED STORAGE PROJECTS

707. SHRI SUBBARAYAN K.:

SHRI SELVARAJ V.:

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

(a) whether the Central Electricity Authority (CEA) has brought out a roadmap on Pumped Storage Projects (PSPs) revealing that the progress in translating the pumped storage potential into commissioned capacity has been uneven and slow; and

(b) if so, the details of the bottlenecks identified in the execution of such projects and the remedial measures proposed to be taken in this regard?

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

(a) The Central Electricity Authority (CEA) has prepared a roadmap to achieve 100 GW of Pumped Storage Project (PSPs) capacity addition by 2035-36. The roadmap presents a comprehensive assessment of the current status of pumped storage development in the country, State-wise assessed potential, and the projected capacity addition trajectory up to 2035-36, keeping in view the increasing penetration of Variable Renewable Energies (VREs) and the corresponding need for long duration storage. The report also outlines key policy, regulatory and institutional measures required for expeditious development and improved viability of PSPs, including aspects related to project clearances, transmission planning, and manufacturing preparedness.

(b) The development of Pumped Storage Projects (PSPs) is impacted by various challenges including difficulties in carrying out survey and investigation activities in forest areas, issues related to land acquisition, Rehabilitation and Resettlement (R&R), Eco-Sensitive Zones, high initial capital costs, and delays in the creation of essential infrastructure. To address these challenges and facilitate accelerated development of PSPs, the following measures have been taken:

(i) Ministry of Power (MoP) has notified Guidelines to promote development of Pumped Storage Projects in the country on 10.04.2023.

(ii) Budgetary Support towards Cost of Enabling Infrastructure, i.e., roads/bridges, railway sidings, ropeways, communication infrastructure and transmission line from power house to nearest pooling point.

(iii) To provide a transparent, fair, standardized procurement framework based on open competitive bidding with appropriate risk-sharing between various stakeholders, MoP vide Gazette notification dated 06.02.2025, has notified tariff based competitive bidding (TBCB) guidelines for procurement of storage capacity/stored energy from pumped storage plants.

(iv) The Central Electricity Regulatory Commission (CERC), vide its notification dated 26.06.2025, has provided for 100% waiver of Inter-State Transmission System (ISTS) charges for Pumped Storage Projects (PSPs) for a period of 25 years from the Commercial Operation Date (COD), in respect of projects for which the construction work is awarded on or before 30.06.2028.

(v) The Government of India, vide Gazette notification dated 01.08.2025, has revised the capital expenditure limit for schemes related to setting up hydro generating stations to ₹3,000 crore, requiring the concurrence of the CEA. Further, the Government has exempted off-stream closed-loop pumped storage schemes, irrespective of the quantum of capital expenditure, from the requirement of concurrence by the CEA.

(vi) Central Electricity Authority (CEA) has revised Guidelines for formulation and concurrence of Detailed Project Report (DPR) of PSPs. Under the revised guidelines, the timeline for concurrence of DPR has been reduced

from 90 days to 50 days for PSPs. Further, the clearance of Inter-State Aspects is not required for PSPs.

(vii) Ministry of Environment, Forest & Climate Change (MoEF&CC), vide its notification dated 18.05.2023, has enabled appraisal of PSPs under B2 category subject to certain conditions.

(viii) The MoEF&CC on 14.08.2023, has issued specific Terms of Reference (TOR) for the proposals involving off stream PSPs wherein collection of baseline data for one season (other than monsoon) is prescribed for off stream closed loop PSPs and collection of baseline data for two seasons (pre-monsoon & post-monsoon) is prescribed for off stream open loop PSPs.

(ix) The MOEF&CC on 20.08.2024, has extended the provisions relating to survey in the forest areas for mining projects to other development projects including hydel/PSPs.

(x) MOEF&CC vide letter dated 10.09.2025 has enhanced the number of boreholes for undertaking survey and explorations in the forest area for mining and developmental projects including hydel / PSPs.

ADOPTION OF SUSTAINABLE AVIATION FUEL

708. SHRI YOGENDER CHANDOLIA:
SHRI DHARAMBIR SINGH:
SHRI AMAR SHARADRAO KALE:
SHRI BIDYUT BARAN MAHATO:

SHRI ANUP SANJAY DHOTRE:

SHRI BAPI HALDAR:

SHRI RAVINDRA VASANTRAO CHAVAN:

SHRI DILIP SAIKIA:

SHRI JASWANTSINH SUMANBHAI BHABHOR:

SHRI DINESHBHAI MAKWANA:

DR. MANNA LAL RAWAT:

SHRI LUMBARAM CHOUDHARY:

SHRIMATI KAMLESH JANGDE:

SHRI SUDHEER GUPTA:

SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

SHRI ASHOK KUMAR RAWAT:

SHRI MUKESHKUMAR CHANDRAKAANT DALAL:

SHRI KHAGEN MURMU:

DR. NISHIKANT DUBEY:

SHRI KRIPANATH MALLAH:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Government has taken any steps to promote the adoption of Sustainable Aviation Fuel (SAF) in the civil aviation sector during 2026 and if so, the details thereof;

(b) the policy or regulatory framework formulated for the production, certification and use of SAF in the country;

(c) whether any pilot projects or initiatives have been undertaken with airlines, airports or oil companies for SAF integration and if so, the details thereof;

(d) the roadmap prepared for scaling up SAF adoption in commercial aviation sector and reducing carbon emissions including the targets or timelines fixed in this regard;

(e) whether any SAF-related production facilities, research initiatives, investment proposals or skill development programmes have been planned or implemented in Haryana, particularly in Bhiwani-Mahendergarh Lok Sabha Constituency and if so, the details thereof; and

(f) the positive impact of the said promotion of air connectivity and operation of flights in near future in Dahod Lok Sabha Constituency?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (d) The Government has taken several steps to support the development of a Sustainable Aviation Fuel (SAF) ecosystem in the country. These include:

(i) Recognition of the National Accreditation Board for Certification Bodies (NABCB) for accreditation of SAF certification bodies under the International Sustainability and Carbon Certification (ISCC) scheme,

(ii) Facilitation of long-term SAF supply arrangements between Oil Marketing Companies (OMCs) and airlines, including the signing of Memoranda of Understanding between OMCs and Airlines,

(iii) Support for setting up pilot and commercial-scale SAF production facilities under Pradhan Mantri Jaiv Indhan-Vatavaran Anukool Fasal Awashesh Nivaran (PM JI-VAN) Yojana,

(iv) Conducting stakeholder consultations and awareness programmes on SAF.

Indian Oil Corporation limited (IOCL) and Bharat Petroleum Corporation Limited (BPCL) have received ISCC Carbon Offsetting and Reduction Scheme for International Aviation (ISCC CORSIA) certification for SAF production at their Panipat and Mumbai refineries, respectively. Further, in June 2026, financial assistance was approved under the PM JI-VAN Yojana for three commercial-scale and two demonstration-scale SAF projects.

To advance SAF use, Indian carriers have operated following trial flights with blends of SAF with traditional Aviation Turbine Fuel (ATF):

i. M/s Vistara operated ferry flight of B-787 from USA to India using 28% of SAF blended fuel on 29th March 2023;

ii. M/s Air Asia operated first commercial domestic flight (Pune to Delhi) with 0.75% SAF blended fuel on 19th May 2023;

iii. M/s Spicejet flight operated with 25% SAF (Biofuel produced by Indian Institute of Petroleum, CSIR lab) blended with ATF from Dehradun to Delhi in August, 2018.

Further, all Airbus ferry flights fly on 5% SAF blended fuel from Toulouse to India.

The Government has approved indicative blending targets of 1% by 2027, 2% by 2028, and 5% by 2030 for SAF in conventional Aviation Turbine

Fuel for international operations. Public sector Oil Marketing Companies are actively engaged in achieving the stated blending targets.

(e) IOCL is engaged in the production of SAF at its Panipat Refinery in Haryana using Used Cooking Oil (UCO) as feedstock. Further, under the PM JI-VAN Yojana 2019, amended in 2024, Government provides financial assistance for setting up Advanced Biofuels projects including SAF. However, so far, no investment proposal for establishing SAF-related production facilities, research initiatives has been received for the Bhiwani-Mahendergarh Lok Sabha Constituency.

(f) Use of SAF supports cleaner aviation, reduce carbon emissions in international operations and contribute to environmentally sustainable air connectivity.

बहराइच जिले में गेरूआ नदी के अस्तित्व को खतरा

709. डॉ. आनन्द कुमार गोंड:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार को बहराइच जिले में गेरूआ नदी में गाद के बढ़ते जमाव, कम होती गहराई और इसके परिणामस्वरूप इस नदी के अस्तित्व पर मंडराते खतरे की जानकारी है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार को यह भी जानकारी है कि गेरूआ नदी में गंगा नदी में पाई जाने वाली डॉल्फिन, मगरमच्छ और घड़ियाल जैसी संरक्षित जलीय प्रजातियां पाई जाती हैं और नदी के क्षरण के कारण वे प्रतिकूल रूप से प्रभावित हो रही हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या नदी में गाद जमा होने के कारणों, विशेषकर ऊपरी जलग्रहण क्षेत्रों में वनों की कटाई के संबंध में कोई अध्ययन/सर्वेक्षण कराया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) सरकार द्वारा गेरूआ नदी के संरक्षण, गाद निकालने, वन संरक्षण और जलीय जैव विविधता की सुरक्षा के लिए क्या ठोस कदम उठाए जा रहे हैं?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) नदियों में तलछट का कटाव, बहाव और जमाव प्राकृतिक भू-आकृतिक प्रक्रियाएँ हैं। नदियाँ अपने गाद भार और जमा हुए गाद भार के बीच संतुलन बनाए रखती हैं, जिससे नदी का स्वरूप बना रहता है। गिरिजा बैराज के ऊपरी हिस्से में बहने वाली संपूर्ण गेरुआ नदी कतर्निया घाट वन्यजीव अभयारण्य के अंतर्गत आती है। उत्तर प्रदेश सरकार ने सूचित किया है कि गेरुआ नदी में प्रवाह कम होने के कारण जल का वेग कम हो जाता है, जिससे नदी की तलहटी में गाद जमा हो जाती है।

(ख) से (घ) नमामि गंगे कार्यक्रम के तहत, भारतीय वन्यजीव संस्थान (डब्ल्यूआईआई) देहरादून ने जनवरी 2023 में गेरुआ नदी का जैव विविधता सर्वेक्षण किया, जिसके दौरान गंगा डॉल्फिन (प्लैटानिस्टा गैंगेटिका) और घड़ियाल (गैवियालिस गैंगेटिकस) की उपस्थिति पाई गई। यहाँ नेस्टिंग मादाओं सहित विभिन्न आकार के घड़ियाल पाए गए, जो कतर्निया घाट वन्यजीव अभयारण्य क्षेत्र में प्रजननशील आबादी की उपस्थिति दर्शाते हैं। डब्ल्यूआईआई ने गेरुआ (गिरवा) और घाघरा नदियों के किनारे जलीय जैव विविधता संरक्षण में सहायता प्रदान करने के लिए बहराइच जिले से 26 गंगा प्रहरी चिह्नित किए हैं और उन्हें प्रशिक्षण दिया गया है।

नदियों की ड्रेजिंग/गाद हटाना तकनीकी-आर्थिक रूप से व्यवहार्य नहीं माना जाता है, क्योंकि इसके लाभ सामान्यतः सीमित और अल्पकालिक होते हैं। उचित वैज्ञानिक मॉडल अध्ययनों के आधार पर, संबंधित राज्य/एजेंसियों द्वारा आवश्यकता अनुसार जल निकासी अवरोध हटाने, चैनल क्षमता में सुधार करने तथा नौवहन प्रयोजनों हेतु नदी के विनिर्धारित भागों में ड्रेजिंग सहित गाद हटाने संबंधी उपाय बनाए एवं कार्यान्वित किए जाते हैं। जल संसाधन, नदी

विकास एवं गंगा संरक्षण विभाग, जल शक्ति मंत्रालय ने गाद के समग्र एवं व्यापक प्रबंधन हेतु केंद्रीय मंत्रालयों/विभागों तथा राज्य सरकारों/संघ राज्य क्षेत्रों के साथ व्यापक परामर्श के बाद "राष्ट्रीय गाद प्रबंधन कार्यढांचा" (नेशनल फ्रेमवर्क फॉर सेडीमेंट) तैयार किया है। इस कार्यढाँचे में गाद हटाने की अपेक्षा गाद उत्पादन को कम करने पर बल दिया गया है तथा तकनीकी नवाचारों एवं श्रेष्ठ पद्धतियों को बढ़ावा दिया गया है। साथ ही, पर्यावरण एवं पारिस्थितिकी को ध्यान में रखते हुए एकीकृत नदी बेसिन प्रबंधन योजनाओं के माध्यम से गाद प्रबंधन पर बल दिया गया है।

वन अधिकार अधिनियम, 2006 का कार्यान्वयन

710. श्री दर्शन सिंह चौधरी:

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

(क) क्या देश भर में बड़ी संख्या में पात्र जनजातीय परिवारों को वन अधिकार अधिनियम (एफआरए), 2006 और अन्य प्रचलित प्रावधानों के तहत अभी तक भूमि पट्टों का लाभ नहीं मिला है और यदि हां, तो तत्संबंधी राज्य-वार ब्यौरा क्या है;

(ख) क्या पात्र जनजातीय परिवारों को व्यक्तिगत और सामुदायिक वन अधिकारों के तहत समयबद्ध तरीके से भूमि पट्टे प्रदान करने तथा लंबित दावों के शीघ्र निपटान के लिए सरकार द्वारा राज्यों के साथ समन्वय बनाए रखा जा रहा है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) पिछले तीन वर्षों के दौरान प्राप्त हुए दावों, स्वीकृत किए गए भूमि पट्टों के वितरण, लंबित मामलों और निरस्त किए गए दावों का राज्य-वार ब्यौरा क्या है;

(घ) क्या सरकार पात्र जनजातीय परिवारों को भूमि पट्टे मिलने के बाद उन्हें सिंचाई, आवास, कृषि, आजीविका और अन्य विकास योजनाओं से जोड़ने के लिए कोई समन्वित कार्य योजना लागू कर रही है; और

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

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क) से (ग) अनुसूचित जनजाति और अन्य पारंपरिक वन निवासी (वन अधिकारों की मान्यता) अधिनियम, 2006, वन में रहने वाले जनजातीय समुदायों और अन्य पारंपरिक वन निवासियों के वन संसाधनों के विभिन्न उपयोग अधिकारों को मान्यता प्रदान करता है, जिन पर ये समुदाय अपनी आजीविका, आवास और अन्य सामाजिक-सांस्कृतिक जरूरतों सहित विभिन्न आवश्यकताओं के लिए निर्भर थे। इस अधिनियम के प्रावधानों के तहत पात्रता निर्धारण होने पर, पात्र व्यक्तियों को उपयुक्त पैतृक वन अधिकार प्रदान किए जाते हैं। हालाँकि, इन अधिकारों को न तो परिवर्तित किया जा सकता है और न ही किसी और को हस्तांरित किया जा सकता है। राज्य सरकारें अधिनियम के विभिन्न प्रावधानों के कार्यान्वयन के लिए जिम्मेदार हैं। 30.06.2026 तक राज्यों द्वारा सूचित की गई और एमपीआर के अंतर्गत एकत्रित की गई नवीनतम सूचना के अनुसार, कुल 25,42,359 अधिकार पत्र वितरित किए गए हैं, जिनमें 24,18,197 व्यक्तिगत वन अधिकार (आईएफआर) पत्र और 1,24,162 सामुदायिक वन अधिकार (सीएफआर) पत्र शामिल हैं। 30.06.2026 तक एफआरए के तहत वितरित अधिकार पत्रों का राज्य-वार ब्यौरा संलग्न **विवरण** में दिया गया है।

पिछले तीन वर्षों के दौरान अर्थात 30.06.2023 से 30.06.2026 तक कुल 8,46,958 दावे दायर किए गए हैं, कुल 2,30,318 दावे अनुमोदित किए गए हैं (अधिकार पत्र वितरित), 11,671 दावों को खारिज (निरस्त) कर दिया गया है और कुल 6,04,969 दावे निर्णय के लिए लंबित हैं। इसके अतिरिक्त, प्राप्त दावों की संख्या (व्यक्तिगत एवं सामुदायिक), अनुमोदित दावों की संख्या (अधिकार पत्र वितरित), खारिज दावे, पिछले तीन वर्षों के दौरान निपटाए गए दावों की संख्या, माह वार और राज्य/ संघ राज्यक्षेत्र-वार ब्यौरा इस मंत्रालय की वेबसाइट एफआरए-एमपीआर- https://tribal.nic.in/FRA.aspx पर उपलब्ध है।

जनजातीय कार्य मंत्रालय, एफआरए के विधायी मामलों का संचालन करने के लिए नोडल मंत्रालय होने के नाते, सभी राज्य सरकारों से एफआरए में निहित प्रावधानों का पालन करने का

आग्रह करता है और यह सुनिश्चित करता है कि सभी पात्र दावेदारों को उनके हक के देय अधिकार प्रदान किए जाएं।

(घ) और (ड.) जैसा कि एफआरए के नियम 16 में निर्धारित किया गया है, राज्य सरकार को अपने विभागों के माध्यम से यह सुनिश्चित करना है कि भूमि सुधार, भूमि उत्पादकता, बुनियादी सुविधाओं और अन्य आजीविका उपायों से संबंधित सभी सरकारी योजनाओं को ऐसे दावेदारों और समुदायों को प्रदान किया जाए जिनके अधिकारों को एफआरए के तहत मान्यता दी गई है और एफआर के तहत निहित है। इसके अलावा, जनजातीय कार्य मंत्रालय ग्राम सभाओं और सामुदायिक वन संसाधन प्रबंधन समितियों को सुदृढ़ करने के लिए 'धरती-आबा जनजातीय ग्राम उत्कर्ष अभियान' (डीए-जेजीयूए) के तहत राज्य सरकारों को वित्तीय सहायता प्रदान करता है। इसके अतिरिक्त, कृषि, पशुपालन और मत्स्य पालन विभाग की योजनाओं के साथ अभिसरण के माध्यम से एफआरए अधिकार पत्र धारकों को सहायता प्रदान की जाती है, जिसमें अधिक सुविधा बढ़ाने के लिए जहां कहीं भी आवश्यक हो, लाभार्थी अंशदान को 10 % तक सीमित कर दिया गया है। इसके अलावा, कृषि एवं किसान कल्याण विभाग द्वारा लागू पीएम-किसान योजना के तहत पात्र एफआरए पट्टा धारकों को कवर किया जाता है।

जनजातीय कार्य मंत्रालय अन्य मंत्रालयों/विभागों के साथ मिलकर काम कर रहा है ताकि इन योजनाओं को प्रभावी ढंग से लागू किया जा सके और यह सुनिश्चित किया जा सके कि वन अधिकार धारकों को इनका पूरा लाभ मिले।

विवरण

राज्यों/संघ राज्यक्षेत्रों से 30.06.2026 तक प्राप्त जानकारी के अनुसार एफआरए के तहत वितरित अधिकार पत्र का राज्य-वार ब्यौरा

क्र.सं.	राज्य/संघ राज्यक्षेत्र	30.06.2026 तक वितरित अधिकार पत्र की संख्या		
		व्यक्तिगत	समुदाय	कुल
1	आंध्र प्रदेश	226,667	1,822	228,489
2	असम	84,861	2,575	87,436
3	बिहार	191	0	191
4	छत्तीसगढ़	481,432	52,636	534,068
5	गोवा	1,250	20	1,270
6	गुजरात	98,732	4,792	103,524
7	हिमाचल प्रदेश	942	156	1,098
8	झारखंड	59,866	2,104	61,970
9	कर्नाटक	15,355	1,345	16,700
10	केरल	29,523	284	29,807
11	मध्य प्रदेश	260,707	28,754	289,461
12	महाराष्ट्र	199,667	8,668	208,335
13	ओडिशा	464,504	9,432	473,936
14	राजस्थान	49,215	2,551	51,766
15	तमिलनाडु	15,442	1,066	16,508
16	तेलंगाना	230,735	721	231,456
17	त्रिपुरा	131,615	65	131,680
18	उत्तर प्रदेश	22,537	893	23,430
19	उत्तराखंड	83	1	84
20	पश्चिम बंगाल	44,444	686	45,130
21	जम्मू एवं कश्मीर	429	5,591	6,020
कुल		**24,18,197**	**1,24,162**	**25,42,359**

धरती आबा जनजातीय ग्राम उत्कर्ष अभियान का कार्यान्वयन

711. श्रीमती अनिता नागरसिंह चौहान:

डॉ. निशिकान्त दुबे:

श्री अरविंद धर्मापुरी:

श्रीमती माला राज्यलक्ष्मी शाहः

श्री विजय बघेल:

श्री जशुभाई भिलुभाई राठवा:

श्रीमती महिमा कुमारी मेवाड़:

डॉ. हेमंत विष्णु सवरा:

श्री बिभु प्रसाद तराई:

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

(क) धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीएजेजीयूए) की विशेषताओं सहित उक्त योजना के अंतर्गत विकास कार्यों के वर्गीकरण का ब्यौरा क्या है;

(ख) क्या सरकार ने वर्ष 2026 के दौरान डीएजेजीयूए के कार्यान्वयन की समीक्षा की है और यदि हाँ, तो तत्संबंधी परिणाम क्या है;

(ग) उक्त अभियान के अंतर्गत हस्तक्षेपों/परियोजनाओं के कार्यान्वयन की राज्य-वार और जिला-वार वर्तमान स्थिति क्या है, और उक्त अभियान के तहत अब तक शामिल किए गए जनजाति-बहुल गांवों और लाभार्थियों की संख्या कितनी है;

(घ) देश में उक्त अभियान तथा अन्य जनजातीय विकास योजनाओं के अंतर्गत स्वीकृत, जारी और उपयोग की गई निधि का राज्य-वार ब्यौरा क्या है;

(ङ) क्या सरकार ने किसी राज्य या संघ राज्यक्षेत्र में उक्त अभियान के अंतर्गत, कार्यान्वयन में विलंब अथवा कमियों या निधि के उपयोग या योजनाओं के अभिसरण की पहचान की है और यदि

हाँ, तो तत्संबंधी ब्यौरा क्या है और उक्त बाधाओं का समाधान करने के लिए क्या कदम उठाए गए हैं तथा इसके लिए क्या समय सीमा निर्धारित की गई है; और

(च) लंबित जनजातीय विकास परियोजनाओं को पूरा करने तथा शिक्षा, स्वास्थ्य, आवास, आजीविका और कनेक्टिविटी क्षेत्रों में सेवा प्रदान करने के लिए सुधार हेतु क्या कदम उठाए जा रहे हैं?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क) सरकार ने 'धरती आबा जनजातीय ग्राम उत्कर्ष अभियान' (डीएजेजीयूए) कई मंत्रालयों/विभागों द्वारा कार्यान्वित की जा रही केंद्रीय क्षेत्र और केंद्रीय प्रायोजित योजनाओं के अभिसरण के माध्यम से अधिक जनजातीय जनसंख्या वाले गांवों में बुनियादी सुविधाओं और सामाजिक-आर्थिक विकास को पूरी तरह से पहुंचाने के लिए शुरू किया है। इस अभियान में आवास, ग्रामीण कनेक्टिविटी, पीने का पानी, स्वास्थ्य, शिक्षा, छात्रावास, आंगनवाड़ी केंद्र, मोबाइल कनेक्टिविटी, विद्युतीकरण, नवीकरणीय ऊर्जा, एलपीजी कनेक्शन, पर्यटन, आजीविका, खेती, मत्स्य पालन, पशुपालन, कौशल विकास, एफआरए/पीईएसए (पेसा) के बारे में जागरूकता और क्षमता निर्माण, तथा जनजातियों के कल्याण से जुड़े अन्य उपायों को शामिल किया गया है।

(ख) जनजातीय कार्य मंत्रालय (एमओटीए), जो 'धरती आबा जनजातीय ग्राम उत्कर्ष अभियान' (डीएजेजीयूए) के कार्यान्वयन के लिए नोडल मंत्रालय है, ने इस योजना की प्रगति की समीक्षा के लिए एक बैठक की, जिसमें डीएजेजीयूए से जुड़े लाइन मंत्रालयों और राज्यों के जनजातीय कल्याण विभागों के प्रतिनिधि शामिल हुए। समीक्षा में मुख्य रूप से योजनाओं/कार्यों की वास्तविक और वित्तीय प्रगति, लागू करने में आने वाली बाधाएं, निधि का प्रवाह, प्रस्तावों का मूल्यांकन, संबंधित मंत्रालयों और राज्य/संघ राज्यक्षेत्र की सरकारों के बीच तालमेल, और योजना को प्रभावी ढंग से और तेज़ी से लागू करने के लिए ज़रूरी उपाय पर ध्यान दिया गया।

धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीएजेजीयूए) के विभिन्न उपायों के तहत हासिल की गई महत्वपूर्ण प्रगति में निम्नलिखित शामिल हैं:

- प्रधानमंत्री आवास योजना-ग्रामीण (पीएमएवाई-जी) के तहत 13,02,811 मकानों को मंज़ूरी दी गई है। मंज़ूर किए गए मकानों में से 8,21,566 मकान बनकर तैयार हो चुके हैं।
- जनजातीय क्षेत्रों में स्वास्थ्य सेवा प्रदायगी को बेहतर बनाने के लिए 436 सचल चिकित्सा इकाई (एमएमयू) शुरू की गई हैं।
- कुल 875 आंगनवाड़ी केंद्रों (एडब्ल्यूसी) को मंज़ूरी दी गई है, जिनमें से 681 केंद्र संचालित कर दिए गए हैं।
- जनजातीय छात्रों के लिए 692 छात्रावास मंज़ूर किए गए हैं, 4 छात्रावास बनकर तैयार हो गए हैं और 307 छात्रावासों की आधारशिला रखी गई है।
- 14 राज्यों में 5,008 किलोमीटर सड़कों को मंजूरी दी गई है।
- 4,314 जनजातीय गांवों तक मोबाइल कनेक्टिविटी पहुंचाई गई है।
- जल जीवन मिशन के तहत, 29,497 गांवों में नल से जल की आपूर्ति का लक्ष्य पूरा कर लिया गया है।
- 4,099 आवासों में सोलर रूफटॉप से बिजली की सुविधा उपलब्ध कराई गई है।
- कुल मिलाकर 23.14 लाख से ज़्यादा एलपीजी कनेक्शन मंज़ूर किए गए हैं, जिनमें से लगभग 1.32 लाख कनेक्शन अनुसूचित जनजाति के लाभार्थियों को वितरित किए गए हैं।
- 2.87 लाख आवासों और सार्वजनिक संस्थानों में विद्युतीकरण के काम को मंज़ूरी दी गई है, जिनमें से 98,167 आवासों और सार्वजनिक संस्थानों में बिजली पहुँचाई जा चुकी है।
- पर्यटन मंत्रालय के तहत 365 आदिवासी होमस्टे को मंज़ूरी दी गई है।
- वन अधिकार अधिनियम (एफआरए) और पंचायत (अनुसूचित क्षेत्रों तक विस्तार) अधिनियम (पीईएसए) पर जागरूकता और क्षमता-निर्माण कार्यक्रमों के तहत लगभग 7.82 लाख प्रतिभागियों को शामिल किया गया है।
- एकलव्य आदर्श आवासीय विद्यालयों (ईएमआरएस) में 111 पोषण वाटिकाओं को मंज़ूरी दी गई है।

- कृषि संबंधी उपायों के तहत लगभग 1.73 लाख लाभार्थियों की पहचान की गई है।
- मत्स्य पालन विभाग द्वारा कार्यान्वित की गई मत्स्य पालन योजनाओं के तहत 4,808 लाभार्थियों को शामिल किया गया है।
- राष्ट्रीय पशुधन मिशन (एनएलएम) के तहत सहायता के लिए 1,808 लाभार्थियों को मंज़ूरी दी गई है।
- जनजातीय कार्य मंत्रालय ने आश्रम विद्यालयों/छात्रावासों में 10,281 निर्माण/उन्नयन परियोजनाओं, सिकल सेल पहल के तहत 15 सीओसी (सक्षमता केंद्र) और लगभग 100 जनजातीय बहुउद्देश्यीय बाजार केंद्र को मंज़ूरी दी।

(ग) और (घ) इस अभियान के तहत 549 ज़िलों के 63,843 जनजातीय बहुल गाँवों में प्रमुख पहलों के कार्यान्वयन की राज्य-वार स्थिति, साथ ही वास्तविक प्रगति, जारी/इस्तेमाल की गई धनराशि और शामिल लाभार्थियों की जानकारी संलग्न **विवरण-I से XIII** में दी गई है।

(ङ) और (च) समीक्षा के दौरान, मंत्रालय ने पीएमएवाई-जी, सड़क संपर्क, आजीविका कार्यक्रम, सचल चिकित्सा इकाई (एमएमयू), मोबाइल टावर, सोलर विद्युतीकरण, जनजातीय छात्रावास, कौशल विकास, कृषि और आंगनवाड़ी केंद्रों सहित डीएजेजीयूए के तहत प्रमुख उपायों के कार्यान्वयन में कुछ राज्यों/संघ राज्यक्षेत्रों और संबंधित मंत्रालयों के सामने आ रही रुकावटों की पहचान की। विलम्ब की मुख्य वजहें प्रक्रिया से जुड़ी दिक्कतें, ज़मीन से जुड़ी बाधाएं, कानूनी मंज़ूरी और काम को लागू करने वाली एजेंसियों के बीच समन्वय की चुनौतियां थीं।

इन मुद्दों को हल करने के लिए, जनजातीय कार्य मंत्रालय (एमओटीए) ने लाइन मंत्रालयों और राज्य जनजातीय कल्याण विभागों के साथ वास्तविक और वित्तीय समीक्षा बैठकों के ज़रिए नियमित निगरानी की व्यवस्था शुरू की है। इसके अलावा, प्रत्येक समीक्षा बैठक में पिछली बैठक में लिए गए निर्णयों पर 'कृत कार्रवाई रिपोर्ट' (एटीआर) का आकलन भी शामिल हो सकता है। इस व्यवस्था का मकसद उपायों के समय पर कार्यान्वयन, अंतर-मंत्रालयी और केंद्र-राज्य के बीच समन्वय को मज़बूत करना और कार्यान्वयन में आने वाली रुकावटों को तेज़ी से दूर करना है।

विवरण-I

सचल चिकित्सा इकाइयां (एमएमयू) – स्वास्थ्य एवं परिवार कल्याण मंत्रालय

क्र.सं.	राज्य/संघ राज्यक्षेत्र का नाम	संचालित एमएमयू	जारी निधि (करोड़ में)
1	आंध्र प्रदेश	16	3.83
2	अरुणाचल प्रदेश	3	4.69
3	असम	73	4.64
4	बिहार	-	2.49
5	छत्तीसगढ़	25	26.28
6	गोवा	-	0.18
7	गुजरात	74	8.74
8	हिमाचल प्रदेश	4	2.02
9	झारखंड	19	2.41
10	कर्नाटक	38	4.12
11	केरल	26	0.27
12	मध्य प्रदेश	16	39.88
13	महाराष्ट्र	16	10.30
14	मणिपुर	-	1.49
15	मेघालय	-	3.99
16	मिजोरम	-	2.54
17	नागालैंड	3	3.07
18	ओडिशा	107	22.22
19	राजस्थान	1	19.79
20	सिक्किम	-	0.44
21	तमिलनाडु	13	0.68
22	तेलंगाना	9	2.71
23	त्रिपुरा	6	1.61
24	उत्तर प्रदेश	-	2.23
25	उत्तराखंड	-	1.26
26	पश्चिम बंगाल	2	7.28
27	लद्दाख	1	-
28	जम्मू और कश्मीर	9	-
	कुल	461	179.16

क. मोबाइल टावर कनेक्टिविटी – दूरसंचार विभाग

राज्य	कवर किए जाने वाले गाँव	कवर किए गए गाँव	समापन %
जम्मू और कश्मीर	10	2	20.00%
गोवा	10	4	40.00%
कर्नाटक	19	12	63.16%
छत्तीसगढ़	513	347	67.64%
मध्य प्रदेश	776	571	73.58%
उत्तर प्रदेश	53	39	73.58%
तेलंगाना	62	46	74.19%
लद्दाख	18	14	77.78%
ओडिशा	874	699	79.98%
राजस्थान	337	274	81.31%
नागालैंड	124	101	81.45%
महाराष्ट्र	954	798	83.65%
अरुणाचल प्रदेश	77	65	84.42%
मणिपुर	104	90	86.54%
बिहार	38	33	86.84%
असम	224	199	88.84%
उत्तराखंड	12	11	91.67%
गुजरात	162	149	91.98%
आंध्र प्रदेश	287	270	94.08%
मिजोरम	54	51	94.44%
त्रिपुरा	81	79	97.53%

तमिलनाडु	87	85	97.70%
मेघालय	98	97	98.98%
हिमाचल प्रदेश	32	32	100%
झारखंड	238	238	100%
लक्षद्वीप	1	1	100%
सिक्किम	1	1	100%
पश्चिम बंगाल	6	6	100%
कुल	5,252	4,314	82.14%

ख. महिला एवं बाल विकास मंत्रालय

क्र.सं.	राज्यों के नाम	वित्तीय वर्ष 2025-26 के लिए योजना के मानदंडों के अनुसार मंज़ूर किए गए एडब्ल्यूसी की संख्या	वित्तीय वर्ष 2025-26 के लिए आवंटित निधि की राशि (लाख रुपये में)	वित्तीय वर्ष 2025-26 के लिए जारी की गई निधियां (लाख रुपये में)
1	2	3	4	5
1	आंध्र प्रदेश	177	2124	279
2	झारखंड	50	600	
3	कर्नाटक	164	1968	
4	मध्य प्रदेश	66	792	
5	मेघालय	26	312	
6	मिजोरम	23	276	
7	त्रिपुरा	119	1428	
8	राजस्थान	14	168	
	कुल	639	7668	279

विवरण-II

डीएजेजीयूए गांवों में जल शक्ति मंत्रालय के जल जीवन मिशन की राज्य-वार प्रगति

राज्य/संघ राज्यक्षेत्र	डीएजेजीयूए गाँव	संतृप्त गाँव	संतृप्ति %
केरल	89	1	1
त्रिपुरा	353	40	11
पश्चिम बंगाल	3,191	597	19
राजस्थान	5,898	1,154	20
मणिपुर	509	117	23
आंध्र प्रदेश	868	201	23
झारखंड	7,107	1,804	25
छत्तीसगढ़	6,681	1,757	26
जम्मू और कश्मीर	387	115	30
असम	3,083	1,389	45
ओडिशा	7,537	3,611	48
मध्य प्रदेश	11,309	6,112	54
महाराष्ट्र	4,952	2,761	56
कर्नाटक	1,082	693	64
मेघालय	1,432	969	68
उत्तर प्रदेश	517	363	70
तमिलनाडु	114	81	71
सिक्किम	119	92	77
लद्दाख	143	111	78
नागालैंड	606	511	84
उत्तराखंड	128	117	91

बिहार	707	678	96
तेलंगाना	909	909	100
मिजोरम	379	379	100
लक्षद्वीप	2	2	100
हिमाचल प्रदेश	264	264	100
गुजरात	4,247	4,247	100
गोवा	25	25	100
दादरा और नगर हवेली एवं दमन और दीव	76	76	100
अरुणाचल प्रदेश	321	321	100
कुल	**63,035**	**29,497**	**47%**

विवरण-III

ऑन-ग्रिड विद्युतीकरण में राज्य-वार प्रगति – विद्युत मंत्रालय

राज्य/संघ राज्यक्षेत्र	स्वीकृत आवास	विद्युतीकृत आवास	प्रगति %
जम्मू और कश्मीर	13,824	0	0%
झारखंड	21,377	0	0%
उत्तर प्रदेश	6,897	120	2%
राजस्थान	83,037	11,598	14%
हिमाचल प्रदेश	100	15	15%
बिहार	7,117	1,173	16%
केरल	1,097	248	23%
कर्नाटक	5,288	1,550	29%

मध्य प्रदेश	59,822	23,416	39%
छत्तीसगढ़	39,579	17,745	45%
उत्तराखंड	226	169	75%
तेलंगाना	27,197	22,549	83%
त्रिपुरा	8,189	7,180	88%
अरुणाचल प्रदेश	1,947	1,875	96%
आंध्र प्रदेश	5,448	5,301	97%
महाराष्ट्र	5,228	5,228	100%
कुल	**2,86,373**	**98,167**	**34%**

विवरण-IV

अजजा लाभार्थियों को राज्य-वार वितरित किए गए एलपीजी कनेक्शन - पेट्रोलियम और प्राकृतिक गैस मंत्रालय

राज्य	स्वीकृत कनेक्शन	अजजा को वितरित
उत्तर प्रदेश	4,02,807	856
बिहार	4,45,240	2,254
आंध्र प्रदेश	1,66,991	5,421
ओडिशा	1,05,511	5,614
असम	1,63,363	7,817
झारखंड	90,058	4,280
महाराष्ट्र	56,374	4,479
राजस्थान	1,42,807	11,295
गुजरात	97,535	10,036

छत्तीसगढ़	1,74,888	19,942
मध्य प्रदेश	2,00,709	39,862
त्रिपुरा	17,317	4,172
मणिपुर	4,270	1,083
मिजोरम	2,414	603
नागालैंड	10,266	3,212
मेघालय	7,280	2,399
अरुणाचल प्रदेश	1,457	547
दादरा और नगर हवेली एवं दमन और दीव	1,177	655
कुल	**23,14,803**	**1,32,088**

विवरण-V

राज्य-वार मत्स्य पालन और पशुपालन से जुड़े उपाय

क. मत्स्य पालन विभाग (पीएमएमएसवाई)

क्र.सं.	राज्य	स्वीकृत परियोजना की लागत (लाख में)	अप्रैल 2026 तक जारी की गई राशि (लाख में)	अप्रैल 2026 तक शामिल किए गए लाभार्थियों की संख्या
1	आंध्र प्रदेश	472.5	11.12	350
2	अरुणाचल प्रदेश	285	133.33	100
3	असम	200.2	109.7	243
4	बिहार	138.25	69.28	50
5	छत्तीसगढ़	2808	402.08	749
6	गोवा	106.75	15	42
7	गुजरात	2230	1069.2	535
8	हिमाचल प्रदेश	58	9.9	2
9	जम्मू और	202	0	0

	कश्मीर			
10	झारखंड	3407.1	912.06	632
11	कर्नाटक	500	4.05	100
12	मध्य प्रदेश	2036	1019.63	1517
13	महाराष्ट्र	2467.5	0	36
14	मिजोरम	347.2	0	210
15	नागालैंड	465	42.5	8
16	राजस्थान	426	0	16
17	त्रिपुरा	244	112	202
18	उत्तराखंड	57.5	0	16
19	ओडिशा	1238.95	0	0
20	तेलंगाना	401.25	0	0
	कुल	1,8091.2	3,909.85	4,808

ख. पशुपालन और डेयरी विभाग: राष्ट्रीय पशुधन मिशन

राज्य	लाभार्थी	जारी की गई निधियां (करोड़ रूपये)
गुजरात	**70**	**0.15**
असम	**110**	**1.50**
मध्य प्रदेश	**660**	**0.59**
छत्तीसगढ़	**165**	**0.41**
जम्मू और कश्मीर	**328**	**1.50**
त्रिपुरा	**475**	**1.50**
कुल	**1,808**	**5.65**

विवरण-VI

ग्रामीण आवास (पीएमएवाई-जी) की राज्य-वार प्रगति: ग्रामीण विकास मंत्रालय

राज्य	2 अक्टूबर 2024 से पहले स्वीकृत (क)	(क) में से पूरा किया गया (ख)	2 अक्टूबर 2024 को/उसके बाद स्वीकृतियां (ग)	(ग) में से पूरा किया गया (घ)	कुल स्वीकृत (क+ग)	कुल पूर्ण हुए (ख+घ)	पूर्णता %
आंध्र प्रदेश	9,770	1,271	0	0	9,770	1,271	13%
अरुणाचल प्रदेश	137	137	0	0	137	137	100%
असम	68,754	50,792	3,059	1,718	71,813	52,510	73%
बिहार	434	105	5	3	439	108	25%
छत्तीसगढ़	1,79,603	1,18,866	1,61,339	77,638	3,40,942	1,96,504	58%
गुजरात	69,789	42,341	29,255	17,670	99,044	60,011	61%
हिमाचल प्रदेश	2,202	1,140	189	88	2,391	1,228	51%
जम्मू और कश्मीर	15,275	14,106	20	16	15,295	14,122	92%
झारखंड	16,184	3,730	45,672	5,799	61,856	9,529	15%
कर्नाटक	4,135	1,105	9,803	752	13,938	1,857	13%
केरल	156	47	1,094	6	1,250	53	4%
मध्य प्रदेश	1,25,248	60,110	2,43,147	92,199	3,68,395	1,52,309	41%
महाराष्ट्र	1,03,191	44,267	2,47,722	73,128	3,50,913	1,17,395	33%
ओडिशा	1,07,855	52,571	3,515	2,282	1,11,370	54,853	49%
राजस्थान	36,911	22,374	97,879	40,665	1,34,790	63,039	47%
तमिलनाडु	1,259	466	41	41	1,300	507	39%
उत्तर प्रदेश	75	18	0	0	75	18	24%
उत्तराखंड	9	3	0	0	9	3	33%
पश्चिम बंगाल	48,232	61	0	0	48,232	61	0%
त्रिपुरा	6,050	5,367	0	0	6,050	5,367	89%
सिक्किम	5	5	0	0	5	5	100%
मणिपुर	10,343	3,540	954	4	11,297	3,544	31%
मेघालय	36,084	26,144	0	0	36,084	26,144	72%
मिजोरम	12,425	5,284	0	0	12,425	5,284	43%
नागालैंड	20,640	13,449	0	0	20,640	13,449	65%

राज्य	2 अक्टूबर 2024 से पहले स्वीकृत (क)	(क) में से पूरा किया गया (ख)	2 अक्टूबर 2024 को/उसके बाद स्वीकृतियां (ग)	(ग) में से पूरा किया गया (घ)	कुल स्वीकृत (क+ग)	कुल पूर्ण हुए (ख+घ)	पूर्णता %
लद्दाख	66	0	0	0	66	0	0%
लक्षद्वीप	1	0	0	0	1	0	0%
दादरा और नगर हवेली एवं दमन और दीव	5,700	2,416	0	0	5,700	2,416	42%
गोवा	0	0	0	0	0	0	–
कुल	**8,80,533**	**4,69,715**	**8,43,694**	**3,12,009**	**17,24,227**	**7,81,724**	**45%**

विवरण-VII

पीएमजीएसवाई की राज्य-वार प्रगति, ग्रामीण विकास मंत्रालय

क्र.सं.	राज्य	स्वीकृत बस्तियाँ	जुड़ी हुई बस्तियाँ	स्वीकृत सड़क की लंबाई (किमी)	पूरी की गई सड़क की लंबाई (किमी)	स्वीकृत सड़कें	पूरी हुईं सड़कें	स्वीकृत पुल	पूरे हुए पुल
1	छत्तीसगढ़	537	0	1,824	3.9	532	0	0	0
2	मध्य प्रदेश	351	0	913	0	345	0	0	0
3	ओडिशा	313	0	629	0	283	0	0	0
4	जम्मू और कश्मीर	124	0	512	0	111	0	0	0
5	राजस्थान	116	0	291	0	116	0	0	0
6	हिमाचल प्रदेश	61	0	285	0	50	0	0	0
7	असम	139	0	272	0	113	0	5	0

8	गुजरात	69	0	74	0	69	0	0	0
9	सिक्किम	16	0	55	0	15	0	0	0
10	त्रिपुरा	23	0	48.5	0	23	0	0	0
11	आंध्र प्रदेश	17	0	49	0	17	0	0	0
12	पश्चिम बंगाल	21	0	30.5	0	18	0	0	0
13	महाराष्ट्र	5	0	24	0	5	0	0	0
कुल योग	—	1,792	0	5,008	3.9	1,697	0	5	0

<u>विवरण-VIII</u>

कौशल विकास और उद्यमिता मंत्रालय

क्र.सं.	राज्य	टीएससी का नाम	नामांकित लाभार्थी	प्रशिक्षित लाभार्थी
1	बिहार	जेएसएस पश्चिमी चंपारण	900	900
2	छत्तीसगढ़	जेएसएस बस्तर	900	887
3		जेएसएस कोंडागांव	901	900
4		जेएसएस सुकमा	900	900
5		जेएसएस सरगुजा	937	920
6	गुजरात	जेएसएस सूरत	900	900
7		जेएसएस वलसाड	911	900
8	झारखंड	जेएसएस, दुमका	900	900
9		जेएसएस रांची	460	460
10		जेएसएस सिमडेगा	900	856
11	कर्नाटक	जेएसएस रायचूर	904	899
12	मध्य प्रदेश	जेएसएस धार	905	900
13		जेएसएस डिंडौरी	909	900
14		जेएसएस मंडला	900	898

क्र.सं.	राज्य	टीएससी का नाम	नामांकित लाभार्थी	प्रशिक्षित लाभार्थी
15		जेएसएस,रतलाम	900	895
16	महाराष्ट्र	जेएसएस गढ़चिरौली	920	900
17		जेएसएस नंदुरबार I	901	900
18		जेएसएस नासिक	900	900
19	मणिपुर	जेएसएस सेनापति	901	900
20	मेघालय	जेएसएस ईस्ट खासी हिल्स	929	898
21	ओडिशा	जेएसएस मलकानगिरी	900	900
22		जेएसएस मयूरभंज	902	899
23		जेएसएस रायगड़ा	900	900
24		जेएसएस राउरकेला	900	899
25		जेएसएस संबलपुर	902	900
26	तेलंगाना	जेएसएस आदिलाबाद	937	900
27	दादरा और नगर हवेली एवं दमन और दीव	जेएसएस दादरा नगर हवेली	900	887
28	त्रिपुरा	जेएसएस धलाई	900	900
29	उत्तर प्रदेश	जेएसएस सोनभद्र	900	900
30	पश्चिम बंगाल	जेएसएस पुरुलिया	900	900
कुल योग			26,720	26,498

विवरण-IX

जनजातीय होमस्टे की राज्य-वार प्रगति - पर्यटन मंत्रालय

क्र.सं.	नाम	क्लस्टर्स की संख्या	गाँवों की संख्या	लागत (लाख रुपये)	नए होमस्टे की संख्या	होमस्टे के नवीनीकरण की संख्या	कुल होमस्टे	पहली निर्मुक्ति (50%)
1	आंध्र प्रदेश	1	5	123.10	0	33	33	61.55
2	लद्दाख	3	19	459	18	93	111	229.5

3	मध्य प्रदेश	2	14	500	86		86	250
4	मिजोरम	2	12	500	89		89	250
5	उत्तराखंड	1	5	170	16	30	46	85.00
	कुल	9	55	1752.10	209	156	365	876.05

विवरण-X

सार्वजनिक संस्थानों और आवासों के ऑफ़-ग्रिड विद्युतीकरण की राज्य-वार प्रगति, नवीन और नवीकरणीय ऊर्जा मंत्रालय

राज्य का नाम	स्वीकृत आवास	विद्युतीकृत आवास	स्वीकृत सार्वजनिक संस्थान	विद्युतीकृत सार्वजनिक संस्थान	स्वीकृत धनराशि (लाख रुपये में)	जारी की गई धनराशि (लाख रुपये में)
अरुणाचल प्रदेश	3,999	3,999	0	0	50	50
असम	0	0	8	0	1990.9	1990.9
मणिपुर	100	100		0	8	8
कुल	4,099	4,099	8	0	2048.9	2040.9

विवरण-XI

आयुष मंत्रालय

राज्य का नाम	ईएमआरएस में स्वीकृत पोषण वाटिका
आंध्र प्रदेश	28
अरुणाचल प्रदेश	5
बिहार	2

असम	1
छत्तीसगढ़	75
कुल	111

विवरण-XII

शिक्षा मंत्रालय

राज्य का नाम	स्वीकृत छात्रावास	पूर्ण हुए छात्रावास	स्वीकृत धनराशि (लाख में)	जारी की गयी निधि (केंद्रीय हिस्सा) *
आंध्र प्रदेश	4	0	1,100	165
अरुणाचल प्रदेश	45	0	22,275	6,328.12
असम	209	4	81,510	34,770.77
बिहार	19	0	6,042	906.3
छत्तीसगढ़	42	0	9,723.08	0
गुजरात	9	0	2,475	371.25
हिमाचल प्रदेश	2	0	482	0
झारखंड	5	0	1,375	206.25
कर्नाटक	14	0	8,050	1,207.50
केरल	2	0	595	0
लद्दाख	1	0	360	0
मध्य प्रदेश	104	0	41,600	10,740
महाराष्ट्र	22	0	6,050	907.5
मणिपुर	44	0	14,960	2,700
मिजोरम	13	0	4,015.81	903.6
नागालैंड	23	0	9,890	2,225.25
ओडिशा	40	0	14,299.95	2,144.99
राजस्थान	58	0	14,036	2,105.40
सिक्किम	5	0	2,560	576
तेलंगाना	10	0	3,025	1,314.81
त्रिपुरा	15	0	4,900	1,662.43

राज्य का नाम	स्वीकृत छात्रावास	पूर्ण हुए छात्रावास	स्वीकृत धनराशि (लाख में)	जारी की गयी निधि (केंद्रीय हिस्सा) *
उत्तर प्रदेश	3	0	825	123.75
उत्तराखंड	3	0	1,055	0
कुल	692	4	2,51,203.84	69,358.92

विवरण-XIII

राज्य-वार और वित्तीय वर्ष-वार डीएजेजीयूए निधि निर्मुक्ति/आवंटन की स्थिति

(लाख रूपये में)

राज्य/संघ राज्यक्षेत्र	वित्तीय वर्ष 2024-25 में निर्मुक्ति	वित्तीय वर्ष 2025-26 में निर्मुक्ति	वित्तीय वर्ष 2026-27 में निर्मुक्ति
आंध्र प्रदेश	2,057.52	2,057.52	3944.05
अरुणाचल प्रदेश	749.50	1,123.74	1,531
असम	13,519.69	1,186.00	7214.42
बिहार	509.80	682.28	484.15
छत्तीसगढ़	3,654.74	1,866.00	16429.60
गोवा	0.00	0.00	0
गुजरात	8,792.28	0.00	14606
हिमाचल प्रदेश	1,368.73	47.60	707.32
जम्मू और कश्मीर	3,921.00	0.00	2,002
झारखंड	2,242.64	8,894.76	
कर्नाटक	2,877.50	0.00	6332.32
केरल	779.50	389.75	406.25
लद्दाख	50.00	50.00	0
मध्य प्रदेश	9,136.88	6,798.50	30865.92
महाराष्ट्र	13,432.87	8,955.21	18,289
मणिपुर	935.00	813.25	1391.25
मिजोरम	0.00	0.00	1,692
नागालैंड	678.40	483.80	1993.84
ओडिशा	18,676.35	1,253.55	19712

राजस्थान	8,374.00	0.00	17763
सिक्किम	584.63	389.75	724
तमिलनाडु	1,987.75	0.00	350.67
तेलंगाना	4,319.30	0.00	5,033.68
त्रिपुरा	230.26	913.25	1452.5
उत्तर प्रदेश	443.76	0.00	1420.99
उत्तराखंड	146.10	0.00	796
पश्चिम बंगाल	442.00	0.00	442
कुल	**99,910.20**	**35,904.96**	**1,55,583.96**

INCREASE IN AIRFARE

712. SHRI DHAIRYASHEEL RAJSINH MOHITE-PATIL:
DR. AMOL RAMSING KOLHE:
PROF. VARSHA EKNATH GAIKWAD:
SHRIMATI SUPRIYA SULE:
SHRI BHASKAR MURLIDHAR BHAGARE:
SHRI SANJAY DINA PATIL:
SHRI BALWANT BASWANT WANKHADE:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Government has taken note of the significant increase in domestic and international airfares following the ongoing geopolitical tensions and conflict involving Iran and the United States which have led to higher aviation fuel costs and flight disruptions and if so, the details thereof;

(b) the details of the increase in average air ticket prices on major routes connecting Maharashtra particularly Mumbai, Pune and Nagpur during the last six months;

(c) whether the airlines have imposed fuel surcharge or revised fare structures due to rising Aviation Turbine Fuel (ATF) prices and longer flight routes and if so, the details thereof;

(d) the steps taken by the Government to monitor increases in airfare and protect passengers from excessive fare hikes;

(e) whether any consultations have been held with airlines regarding fare rationalisation and if so, the details thereof; and

(f) the measures proposed to ensure affordable air connectivity for passengers travelling from Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (f) The ongoing geopolitical tensions in West Asia have significantly impacted ATF prices which has resulted in introduction of fuel surcharge in mid-March, 2026 by Indian carriers.

The Fuel surcharge was introduced by the airlines in March, 2026 and was revised in the month of April 2026 based on flight distance.

In order to ensure that airlines do not charge airfares outside the range declared by them, Tariff Monitoring Unit (TMU) has been set up in Directorate General of Civil Aviation (DGCA) which monitors airfares on selected 78 routes

(72 domestic & 06 international) on random basis, including three routes from Mumbai.

The Government has taken several measures to support the aviation sector and help keep air travel affordable, which include, one-time budgetary support not exceeding Rs. 10,000 crores for Oil Markreting Companies (OMCs) to provide Aviation Turbine Fuel (ATF) price stablisation support to the Scheduled Indian Airlines due to exceptional fuel price volatality arising from the West Asia crisis and for domestic operations, ATF prices were capped at a maximum increase of 25% over the 1st March, 2026 base price, effective from 1st April 2026 for the months of April and May, 2026.

The issue of high VAT on ATF has been taken up with the States/ UTs by the Ministry of Civil Aviation. As a result, 23 States/ UTs have reduced VAT on ATF since September 2021. More recently, in May, 2026, the State of Maharashtra has reduced the VAT on ATF from 18% to 7% for a period of 6 months.

Various factors influenced by combination of market forces like market competition, passenger demand, seat occupancy and seasonal variations, etc. also affect airfares.

With the repeal of Air Corporation Act in March, 1994, airlines are free to establish airfare based on their operational & economic viability while adhering to Rule 135 of the Aircraft Rules, 1937.

The Government generally refrains from regulating airfares to maintain market competitiveness, however, it retains vigilant oversight role, intervening

in exceptional circumstances by redistributing capacity across various sectors and imposing temporary fare caps, such as during the Covid Pandemic, festivals like Maha kumb or other extraordinary instances like Pahalgam incident & the Indigo flight disruptions.

Regular consultations are being carried out by DGCA with airlines from time to time, in order to sensitize to exercise moderation/ self- regulation while fixing the airfares and increasing capacity.

ESTABLISHMENT OF HOSTELS FOR TRIBAL STUDENTS

713. SHRI MANOJ KUMAR:

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

(a) whether the students belonging to Scheduled Tribes in the districts of Rohtas and Kaimur in Bihar face difficulties in pursuing education due to the inadequate availability of residential hostel facilities, if so, the details thereof;

(b) whether the Government has received any proposal from the Government of Bihar for the establishment of tribal hostels in the districts of Rohtas and Kaimur during the last five years, if so, the details thereof;

(c) whether the Government proposes to establish boys' and girls' tribal hostels in Rohtas and Kaimur under any Central Scheme to improve access to education for Scheduled Tribe students, if so, the details thereof;

(d) the proposed locations, capacity and timeline for implementation of the proposed boys' and girls' tribal hostels in Rohtas and Kaimur under the said Scheme; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) and (b) Under the Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA), the Department of School Education and Literacy (DoSEL), Ministry of Education, is implementing a key educational intervention through the Samagra Shiksha Abhiyan (SSA) to improve access to quality education for Scheduled Tribe (ST) students. A total of five hostels have been sanctioned in the districts of Rohtas and Kaimur in Bihar under Samagra Shiksha Abhiyan (SSA). Details are as below:

Name of the state	District LGD code	Name of the district	Block LGD code	Name of the block	Sanctioned	Completed
Bihar	215	Rohtas	2023	Rohtas	1	0
Bihar	215	Rohtas	2020	Nauhatta	1	0
Bihar	200	Kaimur	1791	Chand	1	0
Bihar	200	Kaimur	#N/A	Aghora	1	0
Bihar	200	Kaimur	#N/A	Aghora	1	0

(c), (d) and (e) Under the DAJGUA Scheme, proposals received from State Governments are considered and approved in accordance with the scheme guidelines. Accordingly, proposal received from the Government of Bihar for the establishment of boys' and girls' tribal hostels in the districts of Rohtas and Kaimur to improve access to education for Scheduled Tribe students will be considered by the concerned Ministry as per scheme guidelines.

TRADE RECEIVABLES DISCOUNTING SYSTEM

714. DR. BHOLA SINGH:

SHRI RAMESH AWASTHI:

SHRI KHAGEN MURMU:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the progress made in the implementation of the Trade Receivables Discounting System (TReDS) reforms announced in the Budget 2026–27;

(b) whether procurement by Central Public Sector Enterprises is being routed through TReDS and if so, the details thereof;

(c) the status of integration of TReDS with the Government e-Marketplace (GeM) and implementation of credit guarantee support; and

(d) the impact on timely payments and the availability of working capital for Micro, Small and Medium Enterprises (MSMEs)?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a)In compliance to para 30(i) of the Budget Announcement 2026-27, Ministry of Micro, Small and Medium Enterprises (MSME), has issued a notification on June 30, 2026 vide S.O. 3507(E) mandating all the CPSEs to onboard on any one of the TReDS platform.

(b) As informed by RBI and TReDS platforms, there has been considerable traction amongst Central Public Sector Enterprises (CPSEs) to onboard their suppliers onto TReDS platform, specifically post the issuance of Gazette Notification dated June 30, 2026 vide S.O. 3507 (E) by Ministry of MSME.

(c)As per Government e-Marketplace (GeM), GeM's integration with all five TReDS platforms is now live. Furthermore, the Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) has issued Circular No. 262/2026-27, dated June 15, 2026, notifying special provisions for credit facilities on TReDS under Credit Guarantee Scheme.

(d)As informed by TReDS Platforms, the new reforms and regulatory developments are likely to bring a positive impact on MSMEs and TReDS A higher participation of MSMEs through smooth onboarding process and also streamline the payments to MSMEs by facilitating and leveraging the TReDS ecosystem for working capital requirements is expected.

INTERNATIONAL AIR CARGO FACILITIES IN PUNJAB

715. DR. AMAR SINGH:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Government has reviewed the inadequate international air cargo facilities in Punjab despite the State's significant contribution to agricultural and industrial exports and if so, the details thereof;

(b) the present status of the proposals for establishing dedicated cargo terminals, cold-chain facilities, customs clearance and warehousing at Sri Guru Ram Dass Jee International Airport, Amritsar and Shaheed Bhagat Singh International Airport, Chandigarh;

(c) whether representations have been received from trade and industry bodies seeking direct international cargo connectivity from Punjab and if so, the details thereof, including the action taken thereon;

(d) the reasons for the non-availability of dedicated international freighter services from Punjab; and

(e) the steps taken to strengthen air cargo infrastructure, reduce export logistics costs and improve export competitiveness for farmers, Micro, Small and Medium Enterprises (MSMEs) and industries in Punjab?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (e) The development of cargo facilities is a continuous process and depends on various factors such as airport development progress, increase in scheduled operations, handling capacity, growth in domestic cargo volumes and demand from airlines. The Government's approach is to provide suitable policy and congenial regulatory regime, for the encouragement of infrastructure development, simplification of procedures, technological upgradation, and deployment of skilled manpower, all aimed at efficient and cost-effective air cargo services delivery.

The Airports Authority of India (AAI) has established an International Air Cargo Facility, including a Centre for Perishable Cargo (CPC), at Sri Guru Ram Dass Jee International Airport, Amritsar. The facility is presently being operated by AAI Cargo Logistics and Allied Services Company Limited. Further, at Shaheed Bhagat Singh International Airport, Chandigarh, which is operated by Chandigarh International Airport Limited, an Integrated Cargo Complex is available for cargo operations.

The airlines initiate cargo operations based on their internal assessment of cargo potential, handling capabilities and overall commercial viability of operating from any airport. Further, the exporters, based on their commercial viability, requirements, utilize available air cargo facilities in accordance with various determining factors, including the destination country, airline operations, and the availability of direct or connecting services to the intended destinations.

EXPANSION OF AIRPORT INFRASTRUCTURE

716. DR. PRABHA MALLIKARJUN:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Government has assessed the adequacy of airport infrastructure to meet the growing passenger and cargo traffic demand across the country and if so, the details thereof;

(b) the details of airports operating beyond their designed capacity and the measures proposed to address congestion and operational bottlenecks;

(c) whether the Government has undertaken any assessment of infrastructure gaps relating to terminals, runways, cargo handling and air traffic management systems and if so, the details thereof;

(d) the investments proposed for modernisation and expansion of airport infrastructure in the next five years; and

(e) whether any airport expansion, modernisation or greenfield airport projects are under consideration in Karnataka that would improve connectivity to districts such as Davanagere and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (d) Airport infrastructure, including passenger terminals, runways, aprons, cargo facilities and other airside infrastructure, is developed by the Airports Authority of India (AAI) and other airport operators based on traffic

growth, operational requirements, airline demand, financial viability and techno-economic considerations.

Expansion and modernisation projects undertaken at airports across the country have enhanced the total passenger-handling capacity to over 580 million passengers per annum (MPPA), while passenger traffic handled during 2025-26 was about 420 million.

Passenger traffic varies across airports depending on factors such as seasonal demand, festivals, holidays and airline schedules, which may lead to temporary congestion during peak periods. Airport operators continuously monitor traffic and take necessary operational measures to ensure smooth passenger facilitation.

In line with the vision of Viksit Bharat@2047, airport development is being undertaken through Greenfield airports, revival of unserved and underserved airports under RCS-UDAN, expansion of existing airports, and promotion of private investment under the PPP mode. So far, 25 Greenfield airports have been accorded In-Principle Approval, of which 14 are operational, while 6 proposals have been granted Site Clearance. Further, 95 aerodromes have been operationalised under RCS-UDAN (as on 10.07.2026). The modified UDAN Scheme envisages connectivity to 120 new destinations and serving 4 crore passengers over the next ten years.

(e) Under the Greenfield Airports Policy, 2008, a developer, including a State Government, is required to identify a suitable site, undertake a pre-feasibility study and submit a proposal to the Central Government for grant of Site

Clearance followed by In-Principle Approval. No proposal for development of a Greenfield airport at Davanagere has been received from the Government of Karnataka.

MSME TECHNOLOGY UPGRADATION HUBS

717. SHRIMATI SHAMBHAVI:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the details of the Micro, Small and Medium Enterprises (MSMEs) Technology Upgradation Hubs established during 2026 in major industrial clusters across the country, along with the number of hubs operationalized particularly in Bihar;

(b) the reasons that these hubs are expected to provide small enterprises with access to advanced manufacturing equipment and common Facility Centres (CFCs) at affordable rates;

(c) the details of the technology verticals covered under each hub, including additive manufacturing, precision machining and automated quality testing;

(d) the extent to which the hubs have enabled MSMEs to reduce capital expenditure on expensive machinery while improving product quality; and

(e) the details of the additional industrial clusters identified for establishing technology upgradation hubs by the end of the fiscal year particularly in Khagaria and Samastipur Lok Sabha Constituencies?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d) Ministry of MSME is implementing Micro and Small Enterprises Cluster Development Programme (MSE-CDP) with the objective to enhance the productivity and competitiveness of Micro and Small Enterprises (MSEs) by extending financial assistance for establishment of Common Facility Centers (CFCs) and creation and up-gradation of industrial estates. Establishment of Flatted Factory Complexes is also supported under the scheme. Under the MSE-CDP Scheme following CFC have been approved in Bihar during the year 2026:

S No.	Name of the Project	District	Sector	Date of Final Approval Letter	Year of approval	Project Cost In Rs. Lakh	GoI Grant Approved In Rs. Lakh
1	CFC in Fabric Dying Cluster, Nalanda	Nalanda	Textile	21.05.2026	2026-27	930.61	697.96

CFCs enable MSMEs to access modern machinery, testing, design, processing and other common facilities on a shared basis, thereby reducing individual investment costs and improving competitiveness.

(e) Proposals under MSE-CDP are demand-driven and are received from State Governments/UT Administrations as per the requirement of Cluster.

सीमांचल क्षेत्र में राष्ट्रीय राजमार्ग परियोजनाओं की प्रगति

718. श्री तारिक अनवर:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार इस तथ्य से अवगत है कि बिहार के सीमांचल क्षेत्र, विशेषकर कटिहार, पूर्णिया, किशनगंज और अररिया से गुजरने वाले राष्ट्रीय राजमार्गों (एनएच) पर कई स्थानों पर बढ़ते यातायात, अधूरे उन्नयन कार्यों और अपर्याप्त सड़क क्षमता के कारण आवागमन, व्यापार और कृषि उपज के परिवहन में कठिनाइयाँ आ रही हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) सीमांचल क्षेत्र में राष्ट्रीय राजमार्गों का चौड़ीकरण, बाईपास, रेल उपरिपुल (आरओबी) निर्माण और सड़क सुरक्षा उपायों से संबंधित स्वीकृत परियोजनाओं की वर्तमान स्थिति, स्वीकृत लागत, अब तक किया गया व्यय, वास्तविक प्रगति और पूर्ण होने की संभावित तिथियों का परियोजना-वार ब्यौरा क्या है; और

(ग) क्या सरकार सीमांचल क्षेत्र की विकासात्मक आवश्यकताओं और पूर्वोत्तर राज्यों के प्रवेश द्वार के रूप में इसके रणनीतिक महत्व को ध्यान में रखते हुए, राष्ट्रीय राजमार्ग अवसंरचना को सुदृढ़ करने और नई परियोजनाओं को शुरू करने को प्राथमिकता देने पर विचार कर रही है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (ग) राष्ट्रीय राजमार्गों (एनएच) का विकास और रखरखाव एक सतत प्रक्रिया है। सरकार का सड़क परिवहन और राजमार्ग मंत्रालय मुख्य रूप से देश भर में राष्ट्रीय राजमार्गों के विकास और रखरखाव के लिए उत्तरदायी है, जिसमें बिहार का सीमांचल क्षेत्र (जिसमें कटिहार, पूर्णिया, किशनगंज और अररिया जिले शामिल हैं) भी शामिल है। बिहार के सीमांचल क्षेत्र में राष्ट्रीय राजमार्गों का विकास कार्य यातायात सघनता, कनेक्टिविटी/लॉजिस्टिक्स आवश्यकताओं और प्रधानमंत्री गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल को ध्यान में रखते हुए किए गए हैं।

बिहार के सीमांचल क्षेत्र में राष्ट्रीय राजमार्गों की कुल लंबाई 745 किमी है, जिसमें से 408 किमी का विकास कार्य पहले ही किया जा चुका है, 84 किमी का विकास कार्य प्रगति पर है और 253 किमी की परियोजनाएं अभी पाइपलाइन में हैं। पाइपलाइन में कार्यों और परियोजनाओं का ब्यौरा संलग्न **विवरण** में दिया गया है।

विवरण

पाइपलाइन में कार्यों और परियोजनाओं का ब्यौरा

क. स्वीकृत/चल रहे कार्यों का ब्यौरा:

क्र.सं.	कार्य का नाम	शामिल जिले	स्वीकृति की तिथि	स्वीकृत लागत (करोड़ रुपये में)	वर्तमान स्थिति	व्यय (करोड़ रुपये में)	वास्तविक प्रगति	पूर्ण होने की निर्धारित तिथि	कार्य पूर्ण होने की संभावित/ वास्तविक तिथि
1	एनएच-27 के किशनगंज-बहादुरगंज खंड को 4 लेन का बनाना	किशनगंज	18.12.2024	1117.00	कार्य चल रहा है	200	26%	19.12.2027	19.12.2027
2	बिहार राज्य में एनएच-327ई के परसरमा से अररिया खंड तक मौजूदा राजमार्ग का हाइब्रिड वार्षिकी मोड के तहत पेव्ड शोल्डर सहित 2-लेन में उन्नयन करना।	अररिया	12.09.2025	1547.55	स्वीकृत	0	0%	-	-
3	महेशखूट-सहरसा-पूर्णिया का 2लेन पैकेज II	पूर्णिया	31.03.2017	1245.33	कार्य चल रहा है	1094.52	94%	11.12.2020	30.09.2026

4	गौशाला में एनएच 131ए के किमी 49 पर आरओबी का निर्माण	कटिहार	06.07.2017	55.29	कार्य चल रहा है	42.71	76%	04.02.2023	31.03.2027
5	बिहार राज्य में एनएच-131ए के डिजाइन किमी 0+000 से किमी 23+945 तक के बिहार/पश्चिम बंगाल सीमा -अमदाबाद-मनिहारी खंड (कुल लंबाई-23.945 किमी) का ईपीसी मोड पर पेव्ड शोल्डर सहित दो लेन में सुधार करना।	कटिहार	24.01.2022	353.27	कार्य चल रहा है	46.65	7%	29.11.2026	30.06.2027
6	बिहार राज्य में भार्गमा और सुकेला मोड़ पर एनएच-327ई का ज्यामितीय सुधार, जिसमें रानीगंज बाईपास का प्रावधान भी शामिल है।	अररिया	06.03.2023	119.99	कार्य चल रहा है	76.34	73%	13.12.2025	31.03.2027

ख. पाइपलाइन में परियोजनाओं का ब्यौरा:

क्र.सं.	कार्य का नाम	शामिल सीमांचल जिले	परियोजना की लंबाई (किलोमीटर में)	सीमांचल जिलों में लंबाई (किलोमीटर में)
1	पटना-पूर्णिया एक्सप्रेसवे	पूर्णिया	244	60
2	गोरखपुर-सिलीगुड़ी एक्सप्रेसवे	अररिया, किशनगंज	526	132
3	एनएच-31 के खगड़िया-पूर्णिया खंड को 4 लेन का बनाना	कटिहार, पूर्णिया	143.53	61.83

दादरा और नगर हवेली तथा दमन और दीव संघ राज्यक्षेत्र में नल से जल के कनेक्शन

719. श्रीमती कलाबेन मोहनभाई देलकरः

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कीः

(क) क्या जुलाई, 2026 की स्थिति के अनुसार देश में जल जीवन मिशन (जेजेएम) के 'हर घर जल' घटक के तहत अस्सी प्रतिशत से अधिक ग्रामीण परिवारों को नल से जल के कनेक्शन प्रदान किए जा चुके हैं;

(ख) यदि हाँ, तो संघ राज्यक्षेत्र दादरा और हवेली तथा दमन और दीव के संबंध में तत्संबंधी ब्यौरा क्या है;

(ग) विगत दो वर्षों को दौरान आज की तिथि तक नल से जल के कनेक्शन प्राप्त करने वाले ग्रामीण परिवारों का राज्य-वार ब्यौरा क्या है; और

(घ) विगत दो वर्षों के दौरान आज की तिथि तक दादरा और नगर हवेली तथा दमन और दीव संघ राज्यक्षेत्र के संबंध में उक्त मिशन के अंतर्गत आवंटित, जारी और उपयोग की गई निधि का ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री; **तथा रेल मंत्रालय में राज्य मंत्री** (**श्री वी. सोमन्ना**):

(क) और (ख) पेयजल राज्य का विषय है। पेयजल आपूर्ति स्कीमों/परियोजनाओं की आयोजना, डिजाइन, अनुमोदन और कार्यान्वयन का अधिकार राज्य सरकार के पास है। भारत सरकार, राज्यों/संघ राज्य क्षेत्रों की भागीदारी से अगस्त, 2019 से जल जीवन मिशन को कार्यान्वित कर रही है, ताकि प्रत्येक ग्रामीण परिवार हेतु नियमित और दीर्घकालिक आधार पर निर्धारित गुणवत्ता की नल जल आपूर्ति का प्रावधान किया जा सके।

जल जीवन मिशन के शुभारंभ के बाद से ग्रामीण परिवारों की नल जल तक पहुंच बढ़ाने की दिशा में देश में महत्वपूर्ण प्रगति हुई है। अगस्त 2019 में जल जीवन मिशन की शुरुआत में, केवल 3.23 करोड़ (16.72%) ग्रामीण परिवारों के पास नल जल कनेक्शन होने की सूचना थी।

20.07.2026 तक, देश के 19.36 करोड़ ग्रामीण परिवारों में से 15.89 करोड़ (82.10%) से अधिक परिवारों के पास उनके घरों में नल जल कनेक्शन होने की सूचना है।

दादरा और नगर हवेली तथा दमण और दीव ने 2022 में सूचित किया था कि उन्होंने संघ राज्य क्षेत्र के सभी ग्रामीण परिवारों को नल जल कनेक्शन प्रदान कर दिया है। (स्रोत: जेजेएम-आईएमआईएस)।

(ग) जल जीवन मिशन के तहत पिछले दो वर्षों के दौरान अब तक ग्रामीण क्षेत्रों में जिन नल जल ग्रामीण परिवारों को कनेक्शन प्रदान किए गए हैं, उनका राज्य-वार विवरण पब्लिक डोमेन में उपलब्ध है और इसे जेजेएम डैशबोर्ड के निम्न लिंक पर देखा जा सकता है:

https://ejalshakti.gov.in/jjmreport/JJMIndia.aspx

(घ) जल जीवन मिशन (जेजेएम) के तहत पिछले दो वर्षों के दौरान आज तक संघ राज्य क्षेत्र दादरा और नगर हवेली तथा दमण और दीव को कोई निधि जारी नहीं की गई है। विवरण जेजेएम डैशबोर्ड (https://ejalshakti.gov.in/jjmreport/jjmindia.aspx) पर उपलब्ध हैं।

PLI SCHEME IN MADHYA PRADESH

720. SHRI GANESH SINGH:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) the number of projects approved and the investment realised under Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) in Madhya Pradesh along with the employment generated therefrom;

(b) whether the Ministry has identified the Satna-Vindhya region as a potential agri-food processing cluster considering its production of tomato, onion and other horticultural crops and if so, the details thereof;

(c) whether proposals for integrated processing, value-addition, cold-chain and food preservation infrastructure in the region are under onsideration and if so, the details thereof; and

(d) the steps being taken to promote Farmer-Producer Organisations (FPOs), food processing Micro, Small and Medium Enterprises (MSMEs) and export-oriented value chains in Madhya Pradesh under the vision of Viksit Bharat, 2047?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) Under the Production Linked Incentive Scheme for Food Processing Industry (PLISFPI), 10 manufacturing units of approved applicants have been established in Madhya Pradesh. Approved applicants have reported actual investment of ₹657.69 crore against committed investment of ₹468.15 crore and generation of 21,281 direct and indirect employment opportunities in the State. The investments have also resulted in creation of additional food processing capacity of 1.42 lakh metric ton per annum (LMTPA).

(b) The Ministry of Food Processing Industries is implementing Operation Greens, a component of the Pradhan Mantri Kisan Sampada Yojana (PMKSY). Under the Operation Greens Scheme, Satna has been identified as one of the production clusters for Carrot. Further, various regions of Madhya Pradesh have been identified as production clusters for fruits such as Kinnow, Amla and

Guava and vegetables such as Tomato, Onion, Potato, Beans, Gourds, Carrot, Cauliflower, Okra, Green Peas, Ginger and Garlic.

(c) Under the Operation Greens Scheme, the Ministry has approved one Integrated Value Chain Development Project in Dhar district of Madhya Pradesh, which is operational and has benefited about 2,000 farmers. Dhar district has been identified as a production cluster for Guava, Gourds, Ginger and Garlic. Further, under the Scheme for Creation of Infrastructure for Agro Processing Clusters (APC), a component scheme of the Pradhan Mantri Kisan Sampada Yojana (PMKSY), three projects have been approved in Madhya Pradesh, namely M/s Nimar Agro Park (Barwani), M/s Bharti Agro Cluster (Betul) and M/s Prashun Foods Pvt. Ltd. (Dhar), for creation of modern food processing infrastructure based on the cluster approach.

(d) Under the Operation Greens Scheme, one Farmer Producer Organisation (FPO) has been linked to the processing hub established in Dhar district of Madhya Pradesh.

Further, under the PM Formalisation of Micro Food Processing Enterprises (PMFME) Scheme, 35% credit-linked capital subsidy (maximum ₹10 lakh per unit) is provided for setting up new micro food processing enterprises and upgradation of existing units, including Farmer Producer Organisations (FPOs), thereby providing financial, technical and business support. The Scheme also provides 35% credit-linked assistance up to ₹3 crore for creation of Common Infrastructure by FPOs, Self Help Groups (SHGs), Cooperatives and Government agencies, enabling establishment of

common processing, storage, packaging, testing and value addition facilities. To strengthen market access and exports, the Scheme provides Branding & Marketing support of up to 50% of the eligible project cost to groups of FPOs, SHGs and Cooperatives for development of common brands, packaging, labelling and quality standardisation. The Scheme is being implemented through the State Government under a demand-driven framework, strengthening FPO-led value chains, promoting entrepreneurship, technology upgradation and value addition, thereby contributing to the vision of Viksit Bharat 2047 by enhancing farmers' income, generating employment and improving the competitiveness of the food processing sector. In Madhya Pradesh, loans for 15,946 micro food processing enterprises, including 18 FPOs, have been sanctioned as on 30th June, 2026.

In addition, under the Production Linked Incentive Scheme for Food Processing Industry (PLISFPI), eligible applicants are supported through performance-linked incentives on achievement of eligible incremental sales. The Scheme includes a dedicated category for MSMEs engaged in innovative and organic food products and provides financial incentives for Branding and Marketing Abroad, thereby promoting value addition and enhancing the global competitiveness of Indian food products.

The Ministry is also implementing the Scheme for Creation of Infrastructure for Agro Processing Clusters (APC) under the Pradhan Mantri Kisan Sampada Yojana (PMKSY), which facilitates creation of modern food

processing infrastructure and encourages establishment of food processing units through a cluster-based approach.

CITIES AS GROWTH HUBS' INITIATIVE UNDER THE URBAN CHALLENGE FUND

721. SHRI TEJASVI SURYA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether implementation of the "Cities as Growth Hubs" initiative under the Urban Challenge Fund has commenced and if so, the details thereof including its implementation framework, funding pattern and the categories of projects proposed to be supported;

(b) the criteria for selection of cities and projects along with the details of proposals received, shortlisted and approved, State/UT-wise including those from Karnataka;

(c) whether urban governance, municipal finance and planning reforms have been prescribed as preconditions for availing assistance under the Fund and if so, the details thereof; and

(d) whether measurable outcome indicators and targets relating to private investment mobilisation, infrastructure creation, municipal reforms and economic development have been prescribed under the initiative and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (d) The Urban Challenge Fund (UCF) scheme has been operationalized with the launch of Operational Guidelines for UCF on 15th April, 2026. UCF supports the development and strengthening of urban infrastructure through implementation of transformative and impactful projects under three verticals namely ‘Cities as Growth Hubs’, ‘Creative Redevelopment of Cities’ and ‘Water and Sanitation’.

All Cities are eligible to participate under UCF. Chapter 7 of the operational guidelines includes details regarding the Project Appraisal and Challenge Framework including mandatory eligibility requirements, overall project flow/ implementation framework, and project evaluation process for appraisal and selection of projects. The list of admissible projects under UCF are given under Chapter 5 of the operational guidelines. The scheme guidelines are in public domain and may be accessed at https://www.mohua.gov.in/static/uploads/2026/04/7950afb9b2d5cb773ba3d6c64bde9726.pdf

Under UCF, Central Assistance is limited to 25 per cent of the cost of bankable projects, with the stipulation that at least 50 per cent of the project cost shall be financed through market-based sources, including municipal bonds, bank loans and Public-Private Partnerships (PPPs). The remaining project cost is to be met by the concerned State/UT/ULB.

So far, 33 projects have been approved/ accorded in-principle approval including 3 projects from State of Karnataka. The approved projects in Karnataka include sewerage infrastructure aimed at enhancing sewage treatment capacity and improving environmental outcomes, as well as major urban transport infrastructure such as flyovers and a section of the Peripheral Ring Road in Bengaluru to help decongest traffic and improve urban mobility. The State-wise details are given in the enclosed **Statement.**

Further, reforms implementation is an integral feature of the UCF. The reform provisions under the Scheme are contained in Chapter 8 of the Operational Guidelines. States/UTs are required to submit a reform roadmap and report progress to the Ministry. The reforms broadly cover Market & Financial Reforms, Governance & Digital Reforms, Operational & Capacity Reforms, Urban Planning & Spatial Reforms, Project-Specific Reforms (UCF-linked) to strengthen municipal governance, financial sustainability & service delivery which will in turn aid implementation of projects under UCF.

The Guidelines also provide for monitoring of project outcomes through measurable indicators, including mobilisation of market-based finance, infrastructure creation and implementation of project-linked reforms.

STATEMENT

STATE-WISE NUMBER OF PROJECTS APPROVED/ACCORDED IN-PRINCIPLE APPROVAL UNDER UCF

S. No.	State	Number of projects approved/In-principle approval accorded
1	Maharashtra	3
2	Telangana	3
3	Karnataka	3
4	Andhra Pradesh	4
5	Meghalaya	1
6	Odisha	7
7	Madhya Pradesh	6
8	Gujarat	6
	Total	**33**

EXPANSION OF NATURAL GAS INFRASTRUCTURE

722. SHRIMATI RACHNA BANERJEE:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the present status of the Government's target to increase the share of natural gas in India's energy mix;

(b) the details of the progress made in expanding the National Gas Grid and City Gas Distribution (CGD) network during the last three years, year-wise and State/UT-wise; and

(c) the challenges being faced in achieving universal access to piped natural gas (PNG) and compressed natural gas (CNG)?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (c) As per *Energy Statistics 2026* released by the Ministry of Statistics and Programme Implementation (MoSPI), Government of India, the share of natural gas in India's total primary energy supply was 7.12% (provisional) during Financial Year 2024–25. For increasing the share of natural gas in the energy basket, Government has taken various steps which *inter-alia*, include expansion of National Gas Grid Pipeline, expansion of City Gas Distribution (CGD) network, setting up of Liquefied Natural Gas (LNG) Terminals, allocation of domestic gas to Compressed Natural Gas (Transport)/ Piped Natural Gas (Domestic) CNG (T)/PNG(D) on priority, allowing marketing and pricing freedom with a ceiling price to gas produced from high pressure/high temperature areas, deep water & ultra-deep water and from coal seams, Sustainable Alternative Towards Affordable Transportation (SATAT) initiative to promote Compressed Bio Gas (CBG) etc.

The National Gas Grid expansion is a continuous process. PNGRB authorizes entities to lay, build, operate and expand Natural Gas Pipelines

(NGPL) across the country. The progress made in expansion of the National Gas Grid during the last three years is given in the enclosed **Statement-I**.

Providing Piped Natural Gas (PNG) connections and establishment of Compressed Natural Gas (CNG) stations is part of the development of City Gas Distribution (CGD) Network, which inter alia include creation of pipeline infrastructure and other facilities for the supply of PNG to domestic, commercial and industrial units and CNG to transport sector is being carried out by the entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB). The details of State/UT-wise CNG stations & DPNG connections progress for last three years is given in the enclosed **Statement-II.**

As informed by authorized CGD entities, challenges in achieving universal access to PNG and CNG, *inter-alia*, include:

(i) High capital investment requirements for development of CGD infrastructure, particularly in sparsely populated and remote areas.

(ii) Delay in obtaining statutory permissions/Right of Use (RoU)/Right of Way (RoW) and other approvals from various Central, State and local authorities for laying pipelines and establishing CNG stations.

(iii) Land availability for installation of CNG stations, City Gate Stations (CGS) and other associated infrastructure.

(iv) Availability and timely connectivity to the Natural Gas pipeline network, especially in areas where trunk pipeline infrastructure is under development.

(v) Geographical and terrain-related constraints, including hilly, forest, coastal and difficult-to-access areas, which increase project complexity and cost.

STATEMENT-I

The progress made in expansion of the National Gas Grid during the last three years

Year (as on 31st March)	Authorized NGPL Network (km)	Operational NGPL Network (km)
2024	33,478	24,881
2025	34,233	25,429
2026	34,803	27,905

(*source: PNGRB*)

STATEMENT-II

Details of State/UT-wise CNG stations & DPNG connections progress for last three years

S. No.	State / UT	PNG Domestic Connections			CNG Stations		
		Mar-24	Mar-25	Mar-26	Mar-24	Mar-25	Mar-26
1	Andhra Pradesh	2,75,517	2,85,425	2,96,440	203	233	242
2	Arunachal Pradesh	0	0	0		0	0
3	Assam	58,474	67,830	74,316	22	35	45
4	Bihar	1,62,171	2,51,955	3,20,806	151	219	250
5	Chandigarh	26,845	30,316	33,295	9	10	10
6	Chhattisgarh	3,499	11,002	19,796	23	55	72
7	Dadra & Nagar Haveli, Daman & Diu	17,560	19,034	20,139	12	12	12
8	Delhi	15,64,294	17,23,294	19,29,512	491	508	457
9	Goa	13,598	18,865	20,085	12	14	15

10	Gujarat	32,88,498	35,79,961	38,44,934	1,017	1,055	1,102
11	Haryana	3,96,852	4,99,489	5,84,455	466	542	603
12	Himachal Pradesh	7,715	9,926	13,983	15	22	26
13	Jharkhand	1,40,014	1,75,143	1,94,116	111	131	156
14	Karnataka	4,41,432	5,01,910	5,91,851	379	455	516
15	Kerala	76,894	1,37,524	1,55,395	146	222	251
16	UT of Ladakh	0	0	0		0	0
17	Madhya Pradesh	2,39,468	2,89,948	3,30,990	337	397	424
18	Maharashtra	36,17,571	42,50,826	47,08,779	964	1,122	1,309
19	Manipur	0	0	0		0	0
20	Meghalaya	0	0	0		0	4
21	Mizoram	0	0	0		0	0
22	Nagaland	0	0	0		0	0
23	Odisha	1,21,446	1,61,281	1,84,997	105	137	159
24	Puducherry	0	0	75	5	15	15
25	Punjab	87,548	1,08,161	1,37,830	246	271	305
26	UT of J & K	0	0	0	1	3	3
27	Rajasthan	3,20,845	4,38,939	5,29,111	354	455	496
28	Sikkim	0	0	0		0	0
29	Tamil Nadu	30,525	79,218	1,32,226	338	436	503
30	Telangana	2,11,940	2,36,044	2,63,342	186	225	245
31	Tripura	62,136	66,139	70,840	18	27	30
32	Uttar Pradesh	16,50,326	19,35,296	22,45,832	1,081	1,215	1,367
33	Uttarakhand	82,704	88,953	93,904	42	51	57
34	West Bengal	24,644	74,992	1,52,328	127	200	242
Total		**1,29,22,516**	**1,50,41,471**	**1,69,49,377**	**6,861**	**8,067**	**8,916**

(source: PNGRB)

DEVELOPMENT OF GREENFIELD AIRPORTS

723. SHRIMATI POONAMBEN MAADAM:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) the greenfield airports approved, operationalised and under construction during the last five years;

(b) the total investment made under the Public-Private Partnership (PPP) mode in these projects; and

(c) whether the Government has set any targets for ensuring regional balance in airport infrastructure development across the States and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) 'In-Principle' approval under Greenfield Airports (GFA) Policy has been accorded for setting up of 25 Greenfield Airports across the country, namely, Doloo in Assam, Puri in Odisha, Parandur in Tamil Nadu, Kota in Rajashtan, Mopa in Goa, Navi Mumbai, Shirdi and Sindhudurg in Maharashtra, Kalaburagi, Vijayapura, Hassan and Shivamogga in Karnataka, Dabra (Gwalior) in Madhya Pradesh, Kushinagar and Noida (Jewar) in Uttar Pradesh, Dholera and Rajkot (Hirasar) in Gujarat, Karaikal in Puducherry, Dagadarthi, Bhogapuram and Oravakal (Kurnool) in Andhra Pradesh, Durgapur in West Bengal, Pakyong in Sikkim, Kannur in Kerala and Itanagar in Arunachal Pradesh.

Out of these, 14 Greenfield airports viz. Durgapur, Shirdi, Kannur, Pakyong, Kalaburagi, Orvakal (Kurnool), Sindhudurg, Kushinagar, Itanagar,

Mopa, Shivamogga, Rajkot (Hirasar), Navi Mumbai and Noida (Jewar) have been operationalised.

(b) A total of Rs. 34,810 crores has so far been invested in the Greenfield Airports under the Public Private Partnership (PPP) mode,operationalised in the last 5 years.

(c) Government has taken various steps for ensuring regional balance in airport infrastructure development in the country, which, inter-alia, includes grant of In-Principle' approval for construction of new Greenfield airports, upgradation and modernisation of existing airports by Airport Operators including Airports Authority of India, development/revival of unserved/underserved airports under Regional Connectivity Scheme (RCS) - UDAN (Ude Desh Ka Aam Nagrik) and promoting private investments in existing and new airports through PPP mode.

VAN DHAN VIKAS KENDRAS IN ANDHRA PRADESH

724. DR. BYREDDY SHABARI:

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

(a) the number of Van Dhan Vikas Kendras (VDVKs) sanctioned, established and operationalised since inception along with the number currently fully functional in Andhra Pradesh, district-wise and year-wise;

(b) whether the targets for processing and value addition of Minor Forest Produce (MFP) at each Kendra have been met, if so, the details of the actual volume of MFP processed, year-wise;

(c) the number of tribal beneficiaries including Scheduled Tribe women members actively participating in each Kendra and the income generated for them, year-wise;

(d) the funds allocated, released, utilised and unspent balances along with the reasons for shortfalls, year-wise;

(e) the training and skill development programmes conducted, the number of participants successfully certified and the marketing linkages established including the revenue realized from sales; and

(f) the monitoring and accountability mechanisms adopted including geo-tagging, inspections, audits and corrective actions taken to address gaps or delay?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) The Ministry of Tribal Affairs provides financial support for establishment of Van Dhan Vikas Kendras (VDVKs) through Tribal Cooperative Marketing Development Federation of India Limited (TRIFED) under the Pradhan Mantri Janjatiya Vikas Mission (PMJVM) and Pradhan Mantri Janjati Adivasi Nyaya Maha AbhiyaN (PM-JANMAN). Till date, in the State of Andhra Pradesh, a total of 488 VDVKs have been sanctioned, comprising 415 VDVKs under PMJVM and 73 VDVKs under PM-JANMAN. At present, 398 VDVKs under PMJVM and

73 VDVKs under PM-JANMAN are operational. Year-wise details of VDVKs is given in the enclosed **Statement-I.** ITDA-wise details of VDVKs in the State of Andhra Pradesh is given in the enclosed **Statement-II.**

(b) These Van Dhan Vikas Kendras (VDVKs) have undertaken processing and value addition activities based on the availability of Minor Forest Produce (MFP) and local demands. The products processed, *inter alia,* include.

- **Nannari Sharbat:** 10,000 litres (multiple VDVKs)
- **Amla pulp:** 300 kg; **Amla candy**
- **Millets:** Sama Rice (50–850 kg), Samalu (300–550 kg), Korra (450 kg), Ragi Flour/Powder (50–1,471 kg), Millet Powder (190–800 kg)
- **Coffee Powder:** 1,800 kg
- **Broomsticks/Hill Brooms:** 115 to 150,000 bundles/pieces
- **Cashew Nuts:** 120 kg to 2.5 tonnes (including direct sales of 1 MT)
- **Tamarind/Tamarind Cakes:** 60 kg to 4 tonnes
- **Turmeric Powder:** 105.2 kg to 16 tonnes
- **Chilli Powder:** up to 1.6 tonnes
- **Bamboo Furniture/Products:** up to 40 tonnes
- **Honey:** up to 190 kg
- **Mahua Oil:** up to 500 kg
- **Adda Leaf Plates/Bowls:** up to 15,000 plates and 5,000 bowls
- **Annatto Seeds:** up to 2 tonnes
- **Black Gram/Pulses/Maize:** processed in varying quantities.

(c) A total of 1,29,420 tribal beneficiaries, including Scheduled Tribe women, are actively participating in VDVKs established under PMJVM and PM-JANMAN in the state of Andhra Pradesh. The schemes have facilitated value addition and marketing of Minor Forest Produce (MFP) and other tribal products and these VDVKs have generated income of ₹508.80 lakh through sales for their tribal members.

(d) Year-wise details of funds is given in the enclosed **Statement-III.**

(e) Under VDVK Programme, Entrepreneurship Awareness Programmes (EAPs), Entrepreneurship Development Programmes (EDPs) and training programmes on sustainable collection, primary processing, value addition, grading, packaging, quality control, branding, entrepreneurship development and marketing of MFP have been conducted. A total of 1,20,237 tribal beneficiaries have been trained under the programme as on 30.06.2026. Marketing linkages have been established through TRIFED, State Implementing Agencies, Van Dhan outlets, exhibitions, fairs, buyer-seller meets, e-commerce platforms and other institutional marketing channels to facilitate the sale of value-added MFP products produced by VDVKs.

(f) A multi-tier monitoring and accountability mechanism has been put in place for effective implementation of the Van Dhan Vikas Kendras (VDVKs), which includes geo-tagging, regular monitoring through review meetings, field visits and progress reports by the State Implementing Agency (GCC Ltd.), ITDAs, District-level officials and TRIFED, periodic inspections, financial monitoring through scrutiny of expenditure statements and Utilisation

Certificates (UCs), and statutory/internal audits. Wherever delays or deficiencies are noticed, the concerned Implementing Agencies/ITDAs are instructed to expedite operationalisation, improve fund utilisation, submit pending Utilisation Certificates, strengthen value-addition activities, enhance marketing efforts, and ensure timely reporting and compliance.

STATEMENT-I

Year-wise details of VDVKs

Sl. No.	Year	No. of VDVKs Sanctioned		Amount Sanctioned (Rs. in Lakhs)		Amount Released (Rs. in Lakhs)	
		PMJVM	PM-JANMAN	PMJVM	PM-JANMAN	PMJVM	PM-JANMAN
1.	2019-20	75	-	1064	-	1064	-
2.	2020-21	188	-	2818.90	-	1400	-
3.	2021-22	152	-	2280	-	1140	-
4.	2022-23	-	-	-	-	-	-
5.	2023-24	-	73	-	307.55	-	153.825
TOTAL		**415**	**73**	**6162.90**	**307.55**	**3604**	**153.825**

STATEMENT-II

ITDA-wise details of VDVKs

Sl. No.	ITDA/Mentoring Organisation	PMJVM		PM-JANMAN	
		Sanctioned	Operational	Sanctioned	Operational
1.	ITDA Seethampeta	68	68	53	53
2.	ITDA Parvathipuram	54	54	–	–
3.	ITDA Paderu	98	98	8	8

4.	ITDA Rampachodavaram	110	100	4	4
5.	ITDA K.R. Puram	15	15	4	4
6.	ITDA Chinturu	56	52	4	4
7.	ITDA Srisailam	13	10	–	–
8.	ITDA Nellore	1	1	–	–
Total		**415**	**398**	**73**	**73**

STATEMENT-III

Year-wise details of funds

PMJVM

Year	VDVKs Sanctioned	Amount Sanctioned	Funds Allocated/Released (Rs. in lakhs)	Funds Utilized by SIA –GCC (Rs. in lakhs)	Unspent Balance with SIA (Rs. in lakhs)
2019-20	75	1064	1,064.00	365.54	698.46
2020-21	188	2818.90	1,400.00	820.34	579.65
2021-22	152	2280	1,140.00	382.48	757.52
Total	**415**	**6162.90**	**3,604.00**	**1,568.36**	**2,035.63**

Fund utilization certificate of ₹685 lakhs has been received from SIA and SIA advised to submit UCs in prescribed formats.

PM-JANMAN

Year	VDVKs Sanctioned	Fund sanctioned	Funds Allocated/Released (Rs. in lakhs)	UC Submitted (Rs. in lakhs)
2023-24	73	307.55	153.825	66.24

Fund utilization certificate of ₹66.24 Lakhs has been received from SIA and SIA advised to submit UCs in prescribed formats.

ASSISTANCE TO SMALL BUSINESSES

725. SHRI RAJU BISTA:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the total financial assistance provided to small businesses in Darjeeling and Kalimpong districts under the Prime Minister's Employment Generation Programme (PMEGP) and other Credit schemes during the last five years;

(b) the steps taken to upgrade the processing, packaging and marketing of local products, including orthodox tea, ginger, cardamom and traditional handicrafts; and

(c) the steps being taken by the Government to revive and modernize traditional village and cottage industries in rural areas to prevent youth migration and generate sustainable local employment?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) Prime Minister's Employment Generation Programme (PMEGP) is a credit linked subsidy scheme being administered by the Ministry of MSME and implemented by the Khadi and Village Industries Commission (KVIC) to assist prospective entrepreneurs in setting up of new micro enterprises in the non-

farm sector, by providing financial assistance in the form of Margin Money (MM) subsidy on bank sanctioned loans for generation of sustainable employment opportunities. Under PMEGP, MM Subsidy to the tune of Rs. 6.56 crore in Darjeeling district and Rs. 1.97 crore in Kalimpong district has been disbursed during the last five years i.e. FY 2021-22 to FY 2025-26.

Under National SC-ST Hub scheme of the Ministry of MSME, financial assistance is provided through Special Credit Linked Capital Subsidy Scheme (SCLCSS) component providing 25% of capital subsidy subject to a maximum of Rs. 25 lakh to eligible SC/ST owned MSEs for purchase of new plant and machinery and equipment for manufacturing and service sectors. During the last five years, capital subsidy amounting to Rs. 25.7 lakh have been released to 2 SC/ST beneficiaries under SCLCSS from West Bengal, including 1 beneficiary from Darjeeling district who received Rs. 18.2 lakh under the component.

Under the Pradhan Mantri Formalisation of Micro food processing Enterprises (PMFME), loans for 17 and 5 micro food processing enterprises have been sanctioned in Darjeeling and Kalimpong districts of West Bengal respectively, during the last five years.

(b) Steps taken by the Government for upgradation of processing, packaging and marketing of local products including orthodox tea, ginger, cardamom and traditional handicrafts include the following:

i. Under the Procurement and Marketing Support (PMS) Scheme, the Ministry provides financial assistance to eligible Micro and Small

Enterprises for participation in domestic trade fairs/exhibitions, Vendor Development Programmes and National Workshops/Seminars to enhance their marketing capabilities and market access. The scheme also supports barcode registration and adoption of e-commerce platforms i.e. MSME Global Mart, to strengthen the marketing of MSE products. These interventions are available to eligible MSEs engaged in products such as orthodox tea, ginger, cardamom and traditional handicrafts subject to provisions of the scheme.

ii. Around 22,000 PMEGP assisted beneficiaries have been registered under the MSME TEAM (Trade Enablement and Marketing) scheme initiative being implemented by National Small Industries Corporation (NSIC) to expand market reach and enhance digital credibility helping micro and small enterprises onboard the Open Network for Digital Commerce (ONDC).

iii. Marketing support is provided to local products through KVIC's 8,035 “Khadi India” Sales outlets, including Departmental Sales Outlets and its retail branches. Furthermore, Exhibitions and Workshops are arranged regularly for participation of beneficiaries.

iv. E-Commerce portal (https://www.ekhadiindia.com) has been developed to provide digital market to sell products globally and to popularise Khadi and Village Industries products.

v. To promote Vocal for Local Initiative in food processing sector, PMFME Scheme primarily adopts One District One Product (ODOP) approach

aimed at fostering balanced regional development across all districts of the country. The initiative aims to select, brand, and promote at least One Product from each District (One District One Product) of the country for enabling holistic socio economic growth across all regions. The Scheme provides financial, technical and business support for upgradation of micro food processing enterprises engaged in processing of all the products, including orthodox tea, ginger and cardamom. The Scheme supports technology upgradation, common infrastructure, branding & marketing, packaging, quality standardisation, food safety compliance and market linkages.

(c) Steps being taken by the Government to revive and modernize traditional village and cottage industries in rural areas to prevent youth migration and generate sustainable local employment opportunities under PMEGP include the following:

i. Around 80% of the total units assisted under PMEGP during the last five years have been assisted in rural areas.
ii. Enhancement of maximum project cost from Rs. 25 lakh to Rs. 50 lakh for manufacturing sector and from Rs. 10 lakh to Rs. 20 lakh for service sector.
iii. Inclusion of applicants from Aspirational districts and transgenders under Special Category eligible for higher subsidy.
iv. Establishment of PMEGP Helpdesks at State Offices to provide real-time assistance and hand-holding to potential beneficiaries.

v. A wide range of more than 1,000 Model of Detailed Project Reports prepared on various industries have been made available on the PMEGP portal.

vi. Disseminating Information, Education and Communication (IEC) material and video clips in regional languages for promotion in remote areas.

vii. As per RBI Master Directions on lending to MSMEs, no collateral security to be insisted by Banks for projects involving loan up to Rs. 20 lakh. Strict compliance of this provision has been reemphasized to all financing Banks.

viii. Periodical review meetings by the Ministry with Implementing Agencies i.e. KVIC, State offices of KVIC, State Khadi and Village Industries Boards (KVIBs), State District Industries Centres (DICs) and financial institutions.

ix. Awareness and outreach programmes in all the States/UTs including backward and under- performing areas, Aspirational districts, NER etc. to identify potential beneficiaries and provide handholding support during the application process.

x. Financial literacy camps and customer awareness programmes conducted by Banks to educate prospective entrepreneurs about various initiatives of the Government, including PMEGP.

Additionally, Khadi and Village Industries Commission (KVIC) imparts skill development training to unemployed youth under various disciplines viz. Khadi Spinning and Weaving, bakery product, beauty parlour, decorative

items, manufacturing of Soap and Detergents, Bee-keeping, Stitching, embroidery, Agarbatti making, candle making, Teracotta products making, kulhad making, processing of pulses, Achar making, Papad making etc. Selected entrepreneurs and artisans engaged in production of unique and quality products are also given financial assistance to participate in the International Exhibition.

The Government has also launched the PM Vishwakarma scheme on 17.09.2023 to provide end-to-end holistic support to artisans and craftspeople of 18 traditional trades who work with their hands and tools. The scheme covers 18 trades, namely: Carpenter, Boat Maker, Armourer, Metal Artisan, Tool Kit Maker, Locksmith, Goldsmith, Potter, Sculptor/Stone Worker, Cobbler/Footwear Artisan, Mason, Basket/Mat/Broom Maker, Toy Maker (Traditional), Barber, Garland Maker, Washerman, Tailor and Fishing Net Maker.

Furthermore, the PMFME Scheme provides 35% credit-linked capital subsidy, Seed Capital support to SHG members, Capacity Building through Entrepreneurship Development Programme (EDP) and product-specific training, assistance for Common Infrastructure, and Branding & Marketing support to strengthen local value chains, promote entrepreneurship and value addition to agricultural produce, improve market access and generate sustainable employment opportunities in rural areas.

REDEVELOPMENT OF COLONIES IN DELHI

726. SHRI ANAND BHADAURIA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Directorate of Estates vide OM dated 27.05.2026 has issued orders for compulsory shifting of occupants of Kalibari Marg, DIZ Area, BKS Marg etc. for redevelopment of colonies and if so, the details thereof;

(b) whether, as per the extant rules, the Government provides alternate accommodation in the same vicinity as per the entitlements;

(c) if so, whether sufficient number of flats are available as on date and if so, the details thereof, area and type-wise;

(d) if not, whether the Government proposes to redevelop colonies one by one and shift the occupants to vacant flats in the same vicinity; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) Yes. Copy of OM No. DE/RDV/Redevelopment of Colonies/2026 dated 27.05.2026 is available on Department's website at https://esampada.mohua.gov.in/signin/Circulars. As per the OM, the details of areas are:

(i) Kali Bari Marg (ii) Kali Bari Apartment (iii) BKS Marg (iv) Park Lane (v) Park Street (vi) DIZ Area Sector - 2 (Block 72 to 79).

(b) As per OM, it was decided to allow allottees to bid for alternate accommodations in all areas under Compulsory Shifting as per their choice.

(c) The allottees have been permitted to bid for alternate accommodations under Compulsory Shifting Pool w.e.f 01.06.2026 against available vacancies in each upcoming bidding cycles, who are also given priority over other general pool allottees.

(d)and(e) Not applicable.

राष्ट्रीय राजमार्ग-48 पर अधोगामी पुल/उपरिपुल का निर्माण

727. श्री राजकुमार रोत:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) विगत तीन वर्षों के दौरान राष्ट्रीय राजमार्ग (एनएच)-48 के विस्तार के लिए उपयोग किए गए बजट का जिला-वार और वर्ष-वार ब्यौरा क्या है तथा इस पर कितने अधोगामी पुल/उपरिपुल निर्मित किए गए हैं और ऐसे अधोगामी पुल/उपरिपुल न होने के कारण किन-किन स्थानों पर दुर्घटनाएं घटित हुई हैं;

(ख) क्या स्थानीय ग्रामीणों ने डूंगरपुर के बिछीवाड़ा के लेहणा में एनएच-48 पर अधोगामी पुल/उपरिपुल के निर्माण के लिए परियोजना निदेशक, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई), एनएच-48, उदयपुर को दिनांक 10.12.2018 और 07.12.2021 को पत्र लिखे थे और यदि हाँ, तो इस संबंध में की गई कार्रवाई का ब्यौरा क्या है;

(ग) क्या एनएच-48 के विस्तार के दौरान पूर्व निर्मित पारगमन पुल को बंद किए जाने के कारण वहां दुर्घटनाएं बढ़ रही हैं, जिससे स्थानीय ग्रामीणों और राजकीय उच्च माध्यमिक विद्यालय आसियावास तथा मालमाथा के छात्रों को एनएच-48 पार करने के लिए मजबूर होना पड़ रहा है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या सरकार का जनहित और छात्रों की सुरक्षा को ध्यान में रखते हुए डूंगरपुर में बिछीवाड़ा के ग्राम लेहणा में स्थित एनएच-48 पर एक अंडर-ब्रिज का निर्माण करने का विचार है और यदि हाँ, तो इसे कब तक पूरा कर लिया जाएगा और यदि नहीं, तो इसके क्या कारण हैं?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) राजस्थान राज्य में एनएच-48 पर पिछले तीन वर्षों के दौरान किए गए कार्यों, जिनमें ग्रेड-सेपरेटेड संरचनाएं भी शामिल हैं, का ब्यौरा और व्यय संलग्न **विवरण-I** में दिया गया है। इस खंड पर चिह्नित ब्लैक-स्पॉट की सूची और उनके सुधार की स्थिति संलग्न **विवरण-II** में दी गई है।

(ख) स्थानीय ग्रामीणों से एनएच-48 पर लेहना गांव में अंडरपास के निर्माण के संबंध में एक अभ्यावेदन प्राप्त हुआ।

स्कूल भवन के पास, चेनेज 428+052 पर स्थित एक छोटे पुल को रियायत समझौते के प्रावधानों के अनुसार बरकरार रखा गया है और इस पुल संरचना के खुले हिस्सों का उपयोग राजमार्ग को पार करने के लिए किया जा रहा है।

(ग) एनएच-48 के विस्तार से पहले मौजूद किसी भी क्रॉसिंग संरचना को चौड़ीकरण कार्य के दौरान बंद नहीं किया गया है। इसलिए, इस आधार पर कोई दुर्घटना रिपोर्ट नहीं की गई है।

(घ) सड़क परिवहन और राजमार्ग मंत्रालय ने एनएच-48 के मौजूदा छह लेन वाले उदयपुर-रतनपुर-शामलाजी खंड पर तकनीकी मूल्यांकन और सुधार उपायों की पहचान का काम शुरू कर दिया है, जिसमें लेहना घाटी खंड भी शामिल है।

राष्ट्रीय राजमार्गों पर सुधार के उपाय सक्षम प्राधिकारी की स्वीकृति से, डीपीआर/तकनीकी मूल्यांकन के परिणाम, तकनीकी-आर्थिक व्यवहार्यता और प्रधानमंत्री गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल बिठाकर किए जाते हैं।

विवरण-I

राजस्थान राज्य में पिछले तीन वर्षों के दौरान एनएच-48 पर किए गए कार्यों का विवरण, जिसमें ग्रेड-सेपरेटेड संरचनाएं भी शामिल हैं:

क्रम सं.	खंड का नाम	एनएच संख्या	दुर्घटना स्थल/स्थान	ज़िला	संरचनाओं के प्रकार	लागत (रुपये में, करोड़ रुपये में)	स्थिति
1	6-लेन गुलाबपुरा चित्तौड़गढ़	48	185+920 (गंगरार)	चित्तौड़गढ़	360 मीटर ऊंचा फ्लाईओवर	43.42	कार्य प्रगति पर है और सितंबर 2026 तक पूरा होने का लक्ष्य है।
2			146+580 (एस.टेक. चौराहा)	भीलवाड़ा	वीयूपी	58.65	कार्य की शुरुआत 08.06.2026 से हुई।
3			170+000 (कन्या खेड़ी)	भीलवाड़ा	वीयूपी		
4			156+132 (हजारी खेड़ा)	भीलवाड़ा	वीयूपी		
5	6-लेन चित्तौड़गढ़ उदयपुर	48	269+00 (वाना)	उदयपुर	वीयूपी	19.18	कार्य प्रगति पर है और अक्टूबर 2026 तक पूरा होने का लक्ष्य है।
6			288+400 (भूतपुरा)	उदयपुर	वीयूपी	28.21	कार्य की शुरुआत 09.03.2026 से हुई।
7	6 लेन वाला उदयपुर बाईपास	48	0+000 (देबारी)	उदयपुर	स्पैम		
8	6-लेन उदयपुर शामलाजी	48	395+900 से 399+140 (खेरवाड़ा)	उदयपुर	3.240 किमी लंबी एलिवेटेड रोड	209.91	कार्य की शुरुआत 09.07.2026 से हुई।
9	6 लेन किशनगढ़-गुलाबपुरा	48	श्रीनगर गांव चै. 20+870 एवं दिलवारी गांव चै. 33+70	अजमेर	फ्लाईओवर/ एलवीयूपी	46.32	कार्य प्रगति पर है और 09.01.2027 तक पूरा होने का लक्ष्य है।

10	एनएच-48 के जयपुर-किशनगढ़ खंड पर ब्लैक स्पॉट वाले स्थानों के सुधार के लिए एनएचएआई ने 6 परियोजनाओं का निर्माण कार्य शुरू किया है।	48	हीरापुरा चै. 275.891	जयपुर	फ्लाईओवर	108.80	पूर्ण
11			भांकरोटा चै. 278.278	जयपुर	फ्लाईओवर		पूर्ण
12			नरसिंहपुरा चै. 282.640	जयपुर	फ्लाईओवर		पूर्ण
13			महलान चै. 301.090	जयपुर	फ्लाईओवर		पूर्ण
14			मोखमपुरा चै. 312.347	जयपुर	फ्लाईओवर		पूर्ण
15			पडासोली चै. 339.879	जयपुर	फ्लाईओवर		पूर्ण
16	जयपुर-किशनगढ़ पर अतिरिक्त 04 फ्लाईओवर का निर्माण	48	दहमीकलां चै. 292.450	जयपुर	फ्लाईओवर	99.88	पूर्ण
17			गडोटा चै. 307.500	जयपुर	फ्लाईओवर		पूर्ण
18			सवार्दा चै. 320.100	जयपुर	फ्लाईओवर		पूर्ण
19			बंदरसिंधरी चै. 350.640	अजमेर	फ्लाईओवर		पूर्ण
20	गुड़गांव-जयपुर के 6-लेन मार्ग पर अतिरिक्त निर्माण कार्य	48	बावल चौक चै. 96.148	रेवाड़ी	फ्लाईओवर	113.35	निर्माणाधीन
21			देहमी मोड चै. 129.047	कोटपुतली-बेहरोर	फ्लाईओवर		पूर्ण
22			जगुवास चौक चै. 134.66	कोटपुतली-बेहरोर	फ्लाईओवर		पूर्ण
23			पुतली कट चै. 158.92	कोटपुतली-बेहरोर	फ्लाईओवर		पूर्ण
24			शाहपुरा चै. 202.452	जयपुर	फ्लाईओवर		पूर्ण

विवरण-II

एनएच-48 पर स्थित ब्लैकस्पॉट स्थानों का ब्यौरा

क्रम सं.	परियोजना कार्यान्यवयन इकाई पीआईयू	खंड	एनएच संख्या	ज़िला	ब्लैकस्पॉट स्थान	ब्लैकस्पॉट आईडी	किए गए उपाय	स्थिति (किए गए सुधार/ निर्माणाधीन/ डीपीआर)
1	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	ब्यावर	27 मिल चौराहा	आरजे-(02)-066-बीएस	वाहन अंडर पास (वीयूपी) का निर्माण किया गया	वीयूपी निर्माण कार्य पूरा हो गया है। दीर्घकालिक उपाय के कार्य संपन्न हो गए हैं। ब्लैकस्पॉट का सुधार कर दिया गया है।
2	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	ब्यावर	स्थान चौराहा/पीरबाबा का स्थान	आरजे-(02)-044-बीएस, आरजे-04-91-बीएस, आरजे-07-180	पीयूपी का निर्माण किया गया	पीयूपी निर्माण कार्य पूरा हो गया है। दीर्घकालिक उपाय के कार्य हो चुके हैं। ब्लैक स्पॉट हटा दिए गए हैं।
3	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	ब्यावर	26 मिल चौराहा	आरजे-(02)-324-बीएस	फ्लाईओवर का निर्माण हो गया है।	फ्लाईओवर का निर्माण पूरा हो गया है। दीर्घकालिक उपाय के कार्य हो चुके हैं। ब्लैकस्पॉट की समस्या का समाधान हो गया है।
4	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	भीलवाड़ा	29 मिल चौराया	आरजे-(02)-272-बीएस	फ्लाईओवर का निर्माण हो गया है।	फ्लाईओवर का निर्माण पूरा हो गया है। दीर्घकालिक

								उपाय के कार्य हो चुके हैं। ब्लैकस्पॉट की समस्या का समाधान हो गया है।
5	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	अजमेर	खेड़ा चौराया/वर्मा पेट्रोल पंप	आरजे-(02)-173-बीएस, आरजे-03-129-बीएस, आरजे-07-167	फ्लाईओवर का निर्माण हो गया है।	दीर्घकालिक उपाय (फ्लाईओवर) का निर्माण कार्य चल रहा है।
6	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	अजमेर	कृष्णा की झोपड़ा	आरजे-(02)-172-बीएस, आरजे-07-181	पीयूपी का निर्माण किया गया	पीयूपी निर्माण कार्य पूरा हो गया है। दीर्घकालिक उपाय के कार्य हो चुके हैं। ब्लैक स्पॉट हटा दिए गए हैं।
7	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	ब्यावर	संजय नगर / बराल चौराहा	आरजे-(02)-171-बीएस, आरजे-04-92-बीएस, आरजे-07-179	सर्विस रोड का निर्माण हो गया है।	सर्विस रोड का निर्माण कार्य पूरा हो गया है। दीर्घकालिक उपाय के कार्य संपन्न हो गया है। ब्लैकस्पॉट का सुधार कर दिया गया है।
8	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	अजमेर	दिलवाड़ी	आरजे-03-130-बीएस	वीयूपी का निर्माण किया गया	दीर्घकालिक उपाय के कार्य (एलवीयूपी) निर्माणाधीन हैं।
9	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	अजमेर	विश्राम बाड़ी	आरजे-04-87-बीएस	वीयूपी का निर्माण किया गया	वीयूपी निर्माण कार्य पूरा हो गया है। दीर्घकालिक उपाय के कार्य संपन्न हो गया है। ब्लैकस्पॉट का

								सुधार कर दिया गया है।
10	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	अजमेर	बंदावारा	आरजे-04-86-बीएस	फ्लाईओवर का निर्माण हो गया है।	फ्लाईओवर का निर्माण पूरा हो गया है। दीर्घकालिक उपाय के कार्य हो चुके हैं। ब्लैकस्पॉट की समस्या का समाधान हो गया है।
11	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	अजमेर	लावेरा चोराया	आरजे-04-90-बीएस	पीयूपी का निर्माण किया गया	पीयूपी निर्माण कार्य पूरा हो गया है। दीर्घकालिक हो चुका है। ब्लैक स्पॉट के सुधार कर दिए गए हैं।
12	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	अजमेर	खेरी पुलिया	आरजे-07-168	सर्विस रोड का निर्माण हो गया है।	सर्विस रोड का निर्माण कार्य पूरा हो गया है। दीर्घकालिक उपाय संपन्न हो गया है। ब्लैकस्पॉट का सुधार कर दिया गया है।
13	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	अजमेर	कुमावत पेट्रोल पंप	आरजे-07-169	सर्विस रोड का निर्माण हो गया है।	सर्विस रोड का निर्माण कार्य पूरा हो गया है। दीर्घकालिक उपाय का कार्य संपन्न हो गया है। ब्लैकस्पॉट का सुधार कर दिया गया है।
14	अजमेर	किशनगढ़-गुलाबपुरा खंड	एनएच-48	अजमेर	सिंघवाल चौराहा	आरजे-07-170	सर्विस रोड का निर्माण हो गया है।	सर्विस रोड का निर्माण कार्य पूरा हो गया है।

								दीर्घकालिक उपाय के कार्य संपन्न हो गया है। ब्लैकस्पॉट का सुधार कर दिया गया है।
15	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	चित्तौड़गढ़	गंगार चौराया	आरजे-(02)-061 आरजे-(04)-129 आरजे-(05)-136 आरजे-(07)-258	360 मीटर लंबा एलिवेटेड फ्लाईओवर निर्माणाधीन है।	दीर्घकालिक उपायों पर काम चल रहा है
16	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	चित्तौड़गढ़	सरहद नरपत की खेड़ी, हाईवे पुलिया	आरजे-(03)-209	सर्विस रोड के साथ वीयूपी का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कर लिए गए। सुधार किए गए।
17	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	चित्तौड़गढ़	बराड़ा पुलिया के आस पास का क्षेत्र	आरजे-(04)-132	सर्विस रोड का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
18	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	चित्तौड़गढ़	रितोला चोराया	आरजे-(04)-131आरजे-(07)-257	सर्विस रोड का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
19	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	चित्तौड़गढ़	रोलाहेदा पुलिया	आरजे-06-59आरजे-(07)-259	सर्विस रोड सहित लाइट व्हीकल अंडरपास (पीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
20	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	बैरा चौराया/जसवंतपुरा चौराया	आरजे-(02)-245	पीयूपी निर्मित	दीर्घकालिक उपाय के कार्य कर लिया गया। सुधार किए गए।

21	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	बारडोद चौराया	आरजे-(02)-177	पीयूपी निर्मित	दीर्घकालिक उपाय के कार्य कर लिया गया। सुधार किए गए।
22	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	धुवलिया चौराया/ संगममिल चौराया	आरजे-(02)-176	पीयूपी निर्मित	दीर्घकालिक उपाय के कार्य कर लिया गया। सुधार किए गए।
23	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	कनवालिया	आरजे-(02)-037आरजे-(05)-88आरजे-(07)-267	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण किया गया	दीर्घकालिक उपाय के कार्य कर लिया गया। सुधार किए गए।
24	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	मंडपिया स्टेशन से पूजा प्रक्रिया (मंडपिया तिरया से गुवारडी नाला)	आरजे-(02)-013आरजे-(03)-131	फ्लाईओवर का निर्माण हो चुका है	दीर्घकालिक उपाय के कार्य कर लिया गया। सुधार किए गए।
25	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	मंगलपुरा	आरजे-(02)-325	पीयूपी निर्मित	दीर्घकालिक उपाय के कार्य कर लिया गया। सुधार किए गए।
26	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	रेला ओवरब्रिज	आरजे-(02)-208	पीयूपी निर्मित	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
27	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	रूपाहेली भट्टा चौराया	आरजे-(02)-207	पीयूपी निर्मित	दीर्घकालिक उपाय के कार्य कर लिया गया। सुधार किए गए।
28	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	श्री चौराया	आरजे-(02)-303	वीयूपी निर्मित	दीर्घकालिक उपाय के कार्य कर लिया गया। सुधार किए गए।
29	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	फुटिया चौराहा पंसल	आरजे-(03)-134	फ्लाईओवर का निर्माण हो चुका है	दीर्घकालिक उपाय के कार्य कर लिया गया। सुधार

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30	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	हजारी खेरा चोराया	आरजे-(04)-96	वीयूपी निर्माणाधीन है	दीर्घकालिक उपाय के कार्य कर लिए सुधार प्रक्रिया के अंतर्गत
31	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	भदाली खेरा	आरजे-(04)-99आरजे-(07)-268	फ्लाईओवर का निर्माण हो चुका है	दीर्घकालिक उपाय किए गये। सुधार किए गए।
32	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	शाहपुरा थिरया	आरजे-(04)-100	फ्लाईओवर का निर्माण हो चुका है	दीर्घकालिक उपाय कर लिया गया। सुधार किए गए।
33	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	लंबियाकला	आरजे-(04)-101	-----	अल्पकालिक पूरा हो गया। सुधार कर दिया गया।
34	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	भैरूनाथ चौराहा	आरजे-(04)-130	-----	अल्पकालिक पूरा हो गया। सुधार किए गए।
35	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	कन्याखेड़ी	आरजे-(05)-86आरजे-(07)-274	वीयूपी निर्माणाधीन है	दीर्घकालिक उपाय के लिए सुधार प्रक्रिया के अंतर्गत
36	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	संगम मिल	आरजे-(05)-87	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण किया गया	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
37	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	गुवारडी नाला से मंडपिया तिराहा तक	आरजे-(07)-271	सर्विस रोड का निर्माण हो चुका है	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
38	उदयपुर	गुलाबपुरा चित्तौड़गढ़ खंड	एनएच-48	भीलवाड़ा	धुलखेड़ा	आरजे-(07)-270	वाहन अंडरपास (वीयूपी) का निर्माण किया गया	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
39	उदयपुर	चित्तौड़गढ़	एनएच-	उदयपुर	गानोली	आरजे-(02)-	सर्विस रोड का	दीर्घकालिक

		उदयपुर	48			100आरजे-(03)-205	निर्माण हो चुका है	उपाय कार्य कर लिया गया। सुधार किए गए।
40	उदयपुर	चित्तौड़गढ़ उदयपुर	एनएच-48	उदयपुर	भाटेवर	आरजे-(02)-186	वाहन अंडरपास (वीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
41	उदयपुर	चित्तौड़गढ़ उदयपुर	एनएच-48	उदयपुर	दारोली	आरजे-(02)-253आरजे-(03)-206	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण किया गया	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
42	उदयपुर	चित्तौड़गढ़ उदयपुर	एनएच-48	उदयपुर	पॉवर हाउस सर्कल	आरजे-052आरजे-(02)-280	वाहन अंडरपास (वीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
43	उदयपुर	चित्तौड़गढ़ उदयपुर	एनएच-48	उदयपुर	किर की चौकी	आरजे-(02)-308	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण किया गया	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
44	उदयपुर	चित्तौड़गढ़ उदयपुर	एनएच-48	उदयपुर	जिंक सर्किल	आरजे-053आरजे-(02)-070आरजे-(05)-125	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण किया गया	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
45	उदयपुर	चित्तौड़गढ़ उदयपुर	एनएच-48	उदयपुर	मेनार	आरजे-(02)-099	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण किया गया	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
46	उदयपुर	चित्तौड़गढ़ उदयपुर	एनएच-48	उदयपुर	भूतपुरा	आरजे-(02)-309	वाहन अंडरपास (वीयूपी) का निर्माण कार्य जारी है।	दीर्घकालिक उपाय के कार्य के लिए सुधार प्रक्रिया के अंतर्गत
47	उदयपुर	चित्तौड़गढ़	एनएच-	चित्तौड़गढ़	होडा सर्कल	आरजे-(02)-	हल्के वाहनों के	दीर्घकालिक

		उदयपुर	48			218आरजे-(07)-262	लिए अंडरपास (पीयूपी) का निर्माण किया गया	उपाय कार्य कर लिया गया। सुधार किए गए।
48	उदयपुर	चित्तौड़गढ़ उदयपुर	एनएच-48	चित्तौड़गढ़	नारायणपुरा	आरजे-(02)-252	वाहन अंडरपास (वीयूपी) का निर्माण कार्य जारी है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
49	उदयपुर	चित्तौड़गढ़ उदयपुर	एनएच-48	चित्तौड़गढ़	पंचदेवला	आरजे-(02)-283	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण किया गया	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
50	उदयपुर	चित्तौड़गढ़ उदयपुर	एनएच-48	चित्तौड़गढ़	मंगलवाड़ सर्कल	आरजे-(02)-031	वाहन अंडरपास (वीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
51	उदयपुर	चित्तौड़गढ़ उदयपुर	एनएच-48	चित्तौड़गढ़	बानसेन	आरजे-011आरजे-(02)-310	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण किया गया	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
52	उदयपुर	चित्तौड़गढ़ उदयपुर	एनएच-48	चित्तौड़गढ़	बागंद गांव से भड़सोड़ा	आरजे-(03)-211	फ्लाईओवर पूरा हो गया	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
53	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	खंडी ओबरी	आरजे-(02)-07आरजे-(05)-131आरजे-(07)-249	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
54	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	काया खारपिना मोड	आरजे-(02)-23	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।

55	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	कानपुरा कट	आरजे-(02)-30आरजे-(03)-202	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
56	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	भुदार मोड़	आरजे-(02)-51आरजे-(03)-204 आरजे-(05)-129	फ्लाईओवर पूरा हो गया	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
57	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	कनुवाड़ा	आरजे-(02)-72	वाहन अंडरपास (वीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
58	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	बंजारिया	आरजे-(02)-73 आरजे-(06)-056आरजे-(07)-248	ओवर पास (वीओपी) पूरा हो गया	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
59	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	कागदार	आरजे-(02)-98 आरजे-(05)-128	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
60	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	भगलाघाट	आरजे-(02)-124 आरजे-(03)-203 आरजे-(07)-306	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
61	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	टिडी नाल	आरजे-(02)-151	वाहन अंडरपास (वीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
62	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	खेरवाड़ा बस स्टैंड	आरजे-(02)-152	3.240 किलोमीटर लंबा एलिवेटेड	निर्माणाधीन

							फ्लाईओवर निर्माणाधीन है।	
63	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	बदला	आरजे-(02)-153	3.240 किलोमीटर लंबा एलिवेटेड फ्लाईओवर निर्माणाधीन है।	निर्माणाधीन
64	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	गावरी तिराया	आरजे-(02)-185	वाहन अंडरपास (वीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
65	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	टीडी बस स्टैंड	आरजे-(02)-281	वाहन अंडरपास (वीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
66	उदयपुर	उदयपुर शामलाजी	एनएच-48	उदयपुर	पराई	आरजे-(04)-122	वाहन अंडरपास (वीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
67	उदयपुर	उदयपुर शामलाजी	एनएच-48	डूंगरपुर	मिथी बिल बिलाख	आरजे-(05)-130	हल्के वाहनों के लिए अंडरपास (पीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
68	उदयपुर	उदयपुर शामलाजी	एनएच-48	डूंगरपुर	धागा मिल	आरजे-(06)-055 आरजे-(07)-247	सर्विस रोड का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
69	उदयपुर	उदयपुर शामलाजी	एनएच-48	डूंगरपुर	आरा पुलिया	आरजे-(05)-140आरजे-(07)-308	पुनर्व्यवस्थापन हो गया। पूरा हुआ।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
70	उदयपुर	उदयपुर शामलाजी	एनएच-48	डूंगरपुर	बोखला	आरजे-(05)-139	वाहन अंडरपास (वीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।

71	उदयपुर	उदयपुर शामलाजी	एनएच-48	डूंगरपुर	लेहना घाटी झाजुरी	आरजे-(03)-217आरजे-(07)-307	-----	डीपीआर के तहत
72	उदयपुर	उदयपुर शामलाजी	एनएच-48	अरवल्ली, गुजरात	रंगपुर	जीजे-(02)-61	क्रॉसिंग के लिए बॉक्स खोला जा रहा है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
73	उदयपुर	उदयपुर शामलाजी	एनएच-48	अरवल्ली, गुजरात	शामलाजी	जीजे-01-014जीजे-(02)-99	वाहन अंडरपास (वीयूपी) का निर्माण पूरा हो गया है।	दीर्घकालिक उपाय कार्य कर लिया गया। सुधार किए गए।
74	उदयपुर	उदयपुर शामलाजी	एनएच-48	अरवल्ली, गुजरात	वेनपुर	जीजे-05-027	सर्विस रोड का निर्माण और एमसीडब्ल्यू का छह लेन का निर्माण	दीर्घकालिक उपाय के कार्य पूरा हो गया। सुधार कर दिया गया।
75	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	200 फीट चौराहा	आरजे-(05)-12	अंडरपास और फ्लाईओवर	निर्माणाधीन
76	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	हीरापुरा पावर हाउस/कमला नेहरू पुलिया चौराहा	आरजे-(05)-13	फ्लाईओवर	सुधार किए गए।
77	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	भांकरोटा चौराहा	आरजे-(03)-20	फ्लाईओवर	सुधार किए गए।
78	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	महापुरा मोड़ अजमेर भानकरोटा	आरजे-(03)-022	अल्पकालिक उपाय किए गए	सुधार किए गए।
79	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	नृसिंहपुरा कट राज चिड़िया होटल के सामने अजमेर रोड भानकरोटा	आरजे-(04)-01	फ्लाईओवर	सुधार किए गए।
80	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	बाद के बालाजी कट अजमेर रोड	आरजे-(03)-25	अल्पकालिक उपाय किए गए	निर्माणाधीन
81	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	थिकारिया मोड़ पश्चिम बागरू	आरजे-025	अल्पकालिक उपाय किए गए	सुधार किए गए।
82	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	देवलिया कट	आरजे-(06)-01	अल्पकालिक उपाय किए गए	सुधार किए गए।

83	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	दहमी बालाजी कट अजमेर रोड	आरजे-(03)-023	फ्लाईओवर	सुधार किए गए।
84	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	छित्रोली कट अजमेर रोड	आरजे-(03)-024	फ्लाईओवर	निर्माणाधीन
85	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	महलान	आरजे-(03)-39	फ्लाईओवर	सुधार किए गए।
86	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	नास्नोडा	आरजे-(03)-38	फ्लाईओवर	निर्माणाधीन
87	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	गदोता	आरजे-(03)-37	फ्लाईओवर	सुधार किए गए।
88	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	मुखमपुरा	आरजे-(03)-36	फ्लाईओवर	सुधार किए गए।
89	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	पालू	आरजे-(03)-35	फ्लाईओवर	निर्माणाधीन
90	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	सवार्दा कट	आरजे-(05)-25	फ्लाईओवर	सुधार किए गए।
91	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	गिदानी	आरजे-(05)-24	फ्लाईओवर	निर्माणाधीन
92	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	दुदु पुलिया	आरजे-(03)-34	अल्पकालिक उपाय किए गए	सुधार किए गए।
93	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	राम नगर	आरजे-(03)-33	अल्पकालिक उपाय किए गए	सुधार किए गए।
94	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	गैजी	आरजे-(02)-162	फ्लाईओवर	निर्माणाधीन
95	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	पदासोली	आरजे-(02)-1	फ्लाईओवर	सुधार किए गए।
96	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	दंत्री	आरजे-(03)-032	फ्लाईओवर	निर्माणाधीन
97	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	अजमेर	बंदर्सिंद्री	आरजे-(03)-107	फ्लाईओवर	सुधार किए गए।
98	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	अजमेर	पाटन चौराहा	आरजे-(03)-108	फ्लाईओवर	निर्माणाधीन
99	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	अजमेर	बदगाव चोराहा	आरजे-(03)-111	अल्पकालिक उपाय किए गए	सुधार किए गए।

100	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	अजमेर	तोलामल	आरजे-(03)-112	फ्लाईओवर	निर्माणाधीन
101	जयपुर	जयपुर-किशनगढ़ खंड	एनएच-48	जयपुर	डीपीएस कट	आरजे-(07)-016	अल्पकालिक उपाय किए गए	सुधार किए गए।
102	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	गूगलकोटा कट	आरजे-(02)-264	अल्पकालिक उपाय किए गए	सुधार किए गए।
103	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	शाहजहाँपुर पुलिया से रमाडा होटल	आरजे-(04)-051	अल्पकालिक उपाय किए गए	सुधार किए गए।
104	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	शाहजहाँपुर फ्लाई ओवर से चेक पोस्ट	आरजे-(06)-20	अल्पकालिक उपाय किए गए	सुधार किए गए।
105	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	ससेदी आरटीओ चेक पोस्ट की ओर जा रहा है	आरजे-(05)-58	अल्पकालिक उपाय किए गए	सुधार किए गए।
106	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	टोल प्लाजा से फोलादपुर पुलिया तक	आरजे-(03)-85	अल्पकालिक उपाय किए गए	सुधार किए गए।
107	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	भुलिया पुलिया	आरजे-(02)-138	अल्पकालिक उपाय किए गए	सुधार किए गए।
108	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	नीमराना पुलिया	आरजे-(04)-49	अल्पकालिक उपाय किए गए	सुधार किए गए।
109	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	हीरो चौक	आरजे-(04)-50	अल्पकालिक उपाय किए गए	सुधार किए गए।
110	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	डुडेरा कट	आरजे-(04)-48	अल्पकालिक उपाय किए गए	सुधार किए गए।
111	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	देहमी कट	आरजे-(04)-054	वीयूपी	सुधार किए गए।
112	जयपुर	गुड़गांव-	एनएच-	कोटपुतली-	बेहरोद पुलिया	आरजे-(04)-	फ्लाईओवर	सुधार किए गए।

		कोटपूतली-जयपुर खंड	48	बेहरोर		55		
113	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	शेरपुर कट	आरजे-(04)-56	अल्पकालिक उपाय किए गए	सुधार किए गए।
114	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	जगुवास	आरजे-(04)-53	वीयूपी	सुधार किए गए।
115	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	गुंटी पुलिया	आरजे-(04)-52	अल्पकालिक उपाय किए गए	सुधार किए गए।
116	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	जैनपुरवास कट (सोतानाला)	आरजे-(06)-03	अल्पकालिक उपाय किए गए	सुधार किए गए।
117	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	सोतानाला	आरजे-(05)-20	प्रमुख पुल का चौड़ीकरण	निर्माणाधीन
118	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	मालपुरा	आरजे-(03)-42	अल्पकालिक उपाय किए गए	सुधार किए गए।
119	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	पनियाला कट	आरजे-(03)-43	अल्पकालिक उपाय किए गए	सुधार किए गए।
120	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	खेरकी मुकर्र	आरजे-(03)-44	अल्पकालिक उपाय किए गए	सुधार किए गए।
121	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	मोर्डा	आरजे-(05)-19	अल्पकालिक उपाय किए गए	सुधार किए गए।
122	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	संगतेरा गांव कट	आरजे-(06)-04	अल्पकालिक उपाय किए गए	सुधार किए गए।
123	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	सांगटेडा	आरजे-(03)-41	फ्लाईओवर	निर्माणाधीन

124	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	मोलाहेदा	आरजे-(03)-45	अल्पकालिक उपाय किए गए	सुधार किए गए।
125	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	बुद्धिका होटल	आरजे-(03)-56	अल्पकालिक उपाय किए गए	सुधार किए गए।
126	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	दीवान होटल	आरजे-(03)-57	अल्पकालिक उपाय किए गए	सुधार किए गए।
127	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	पुतली कट	आरजे-(03)-55	फ्योवर	सुधार किए गए।
128	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	कंवरपुरा	आरजे-(06)-05	अल्पकालिक उपाय किए गए	सुधार किए गए।
129	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	गोर्धनपुरा	आरजे-(03)-46	अल्पकालिक उपाय किए गए	सुधार किए गए।
130	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	गोरधनपुरा पुलिया	आरजे-(04)-10	अल्पकालिक उपाय किए गए	सुधार किए गए।
131	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	बस स्टैंड पावटा, ग्रामीण प्रागपुरा	आरजे-021	अल्पकालिक उपाय किए गए	सुधार किए गए।
132	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	सीएचसी कट पाओटा	आरजे-(04)-11	अल्पकालिक उपाय किए गए	सुधार किए गए।
133	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	लाडा का बास कट	आरजे-(04)-12	अल्पकालिक उपाय किए गए	सुधार किए गए।
134	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	भाभरू ग्रामीण शाहपुरा	आरजे-022	अल्पकालिक उपाय किए गए	सुधार किए गए।
135	जयपुर	गुड़गांव-कोटपूतली-	एनएच-48	कोटपुतली-बेहरोर	भाबरू पुलिया (गास्कन की ढाणी)	आरजे-(03)-51	प्रमुख पुल का चौड़ीकरण	निर्माणाधीन

		जयपुर खंड						
136	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	कोटपुतली-बेहरोर	निझार मोर	आरजे-(05)-21	अल्पकालिक उपाय किए गए	सुधार किए गए।
137	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	अलवर त्रियाहा	आरजे-(03)-50	अल्पकालिक उपाय किए गए	सुधार किए गए।
138	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	जयपुर त्रियाहा	आरजे-(03)-49	फ्लाईओवर	सुधार किए गए।
139	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	जयपुर त्रियाहा	आरजे-(06)-06	फ्लाईओवर	निर्माणाधीन
140	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	राजपुरा पुलिया	आरजे-(06)-07	अल्पकालिक उपाय किए गए	सुधार किए गए।
141	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	गासीपुरा	आरजे-(04)-013	फ्लाईओवर	डीपीआर
142	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	मनोहरपुर टोल प्लाजा	आरजे-(03)-58	अल्पकालिक उपाय किए गए	सुधार किए गए।
143	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	नवलपुरा मोड	आरजे-(03)-59	अल्पकालिक उपाय किए गए	सुधार किए गए।
144	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	लेखर स्टैंड /कट	आरजे-(03)-52	फ्लाईओवर	डीपीआर
145	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	बीलपुर सेवाद माता मंदिर	आरजे-(03)-54	अल्पकालिक उपाय किए गए	सुधार किए गए।
146	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	गतवाड़ा पुलिया	आरजे-(06)-76	अल्पकालिक उपाय किए गए	सुधार किए गए।
147	जयपुर	गुड़गांव-	एनएच-	जयपुर	गतवाड़ा	आरजे-(05)-	अल्पकालिक	सुधार किए गए।

		कोटपूतली-जयपुर खंड	48			23	उपाय किए गए	
148	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	बिलोची	आरजे-(03)-026	अल्पकालिक उपाय किए गए	सुधार किए गए।
149	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	मिलन सिनेमा से धरना पुलिया तक एक्सप्रेस हाईवे	आरजे-03-019	अल्पकालिक उपाय किए गए	सुधार किए गए।
150	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	लोहा मंडी कट एक्सप्रेसवे	आरजे-(03)-018	अल्पकालिक उपाय किए गए	सुधार किए गए।
151	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	गांधीपथ पुलिया से शेल्बी अस्पताल	आरजे-(05)-02	अल्पकालिक उपाय किए गए	सुधार किए गए।
152	जयपुर	गुड़गांव-कोटपूतली-जयपुर खंड	एनएच-48	जयपुर	खेरवाड़ी पुलिया	आरजे-(07)-023	अल्पकालिक उपाय किए गए	सुधार किए गए।

एलटीएम- दीर्घकालिक रखरखाव
एसटीएम- अल्पकालिक रखरखाव

BLACK SPOT RECTIFICATION AND ROAD SAFETY

728. SHRI ARVIND DHARMAPURI:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) the number of accident-prone black spots identified and rectified on National Highways in Telangana during the last ten years, district-wise;

(b) the details of accident-prone black spots and road safety works in Nizamabad and Jagtial districts, including the funds sanctioned and the present status thereof, district-wise;

(c) whether any proposals for accident-prone black spot rectification, construction of high-level bridges, bypasses or other road safety improvements are pending for said districts and if so, the details thereof, district-wise; and

(d) the expected timeline for completion of the pending road safety interventions in Telangana, district-wise?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (d) 1513 nos. of accident black spots based on road accidents during year 2016-18, 2018-20, 2019-21 and 2020-22 have been identified on National Highway in the State of Telangana. Required temporary rectification measures of most of the accident black spots has already been completed. The status of completion of permanent rectification measures is given in the enclosed **Statement.**

The funds amounting to approximately Rs. 1023 Cr. have been allocated towards rectification of accident black spots in the District of Nizamabad and Jagtial.

The improvement of National Highway works including construction of bridges, bypass and safety measures is a continuous process. Improvement works on NH-63, NH-61 and NH-44, including road safety aspects in the districts of Nizamabad and Jagtial, are at stages of planning and implementation under different National Highway development programmes. The status of road safety interventions in Telangana is reviewed from time to time in accordance with the extant policy and priorities.

STATEMENT

Status of completion of permanent rectification measures

S.No	District	Total Blackspots	Rectification measures	
			Completed/ Not required	In various stages of completion
1	Adilabad	16	12	4
2	Bhadradri Kothagudem	66	66	0
3	Hanumakonda	39	39	0
4	Hyderabad	22	15	7
5	Jagtial	107	99	8
6	Jangaon	36	36	0
7	Jayashankar Bhupalpally	33	14	19
8	Jogulamba Gadwal	21	13	8
9	Kamareddy	45	39	6
10	Karimnagar	54	54	0
11	Khammam	131	125	6
12	Kumuram Bheem Asifabad	10	10	0
13	Mahabubabad	13	12	1
14	Mahabubnagar	48	41	7
15	Mancherial	83	79	4
16	Medak	79	74	5
17	Medchal-Malkajgiri	81	55	26
18	Mulugu	35	34	1
19	Nagarkurnool	23	23	0
20	Nalgonda	68	63	5
21	Narayanpet	1	1	0
22	Nirmal	52	51	1
23	Nizamabad	78	75	3
24	Peddapalli	0	0	0
25	Rajanna Sircilla	5	5	0
26	Rangareddy	85	56	29

27	Sangareddy	66	37	29
28	Siddipet	8	8	0
29	Suryapet	68	58	10
30	Vikarabad	30	23	7
31	Wanaparthy	26	21	5
32	Warangal	55	50	5
33	Yadadri Bhuvanagiri	29	20	9
	TOTAL	**1513**	**1308**	**205**

PRADHAN MANTRI AWAS YOJANA – URBAN 2.0 IN KARNATAKA

729. SHRI GOVIND MAKTHAPPA KARJOL:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the details of applications received, approved and rejected under Pradhan Mantri Awas Yojana–Urban (PMAY-U) 2.0 in Karnataka since its launch along with the reasons for rejection, district-wise;

(b) the details of houses sanctioned, grounded for construction, completed and occupied including the number of beneficiaries belonging to Scheduled Castes (SCs), Scheduled Tribes (STs), women, differently abled persons and other eligible categories under PMAY-U 2.0 in Karnataka, district-wise;

(c) the total Central assistance sanctioned, released and utilised under PMAY-2.0 in Karnataka, district-wise;

(d) whether the Government has received any complaints or representations regarding delays in approval of applications, release of Central assistance or

completion of houses in Karnataka and if so, the details thereof along with the corrective measures taken thereon; and

(e) the timeline fixed for completion of pending houses and the steps taken to ensure effective implementation of PMAY-U 2.0 across all Urban Local Bodies in Karnataka?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (e) Ministry of Housing and Urban Affairs (MoHUA) has been implementing Pradhan Mantri Awas Yojana - Urban (PMAY-U) since 25.06.2015 to provide all weather pucca houses with basic civic amenities to eligible urban beneficiaries across the country. Based on the learnings from the experiences of implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 ‘Housing for All’ Mission with effect from 01.09.2024 for implementation in urban areas across the country to support 1 crore additional eligible beneficiaries in next five years. PMAY-U 2.0 is implemented through four verticals i.e. Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). The Scheme Guidelines may be accessed at https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf.

A total of 5.76 lakh houses have been sanctioned in the State of Karnataka, of which 4.98 lakh houses have been grounded and 4.06 lakh houses are completed/delivered to the beneficiary under PMAY-U. Under

PMAY-U 2.0, State Government of Karnataka has signed Memorandum of Agreement (MoA) but has not proposed any houses under AHP/BLC/ARH verticals. Only, 1,124 houses under ISS vertical have been sanctioned in which interest subsidy is released to beneficiaries in their home loan accounts through Central Nodal Agencies (CNAs) like National Housing Bank (NHB), Housing and Urban Development Corporation (HUDCO) & State Bank of India (SBI) and Banks/Housing Finance Companies (HFCs) etc.

POLICY TO REDUCE OVER-DEPENDENCE ON COAL

730. SHRI BIPLAB KUMAR DEB:

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

(a) whether the Government has formulated any policy to reduce over-dependence on coal and promote the integration of renewable energy sources and if so, the details thereof; and

(b) the outcome of such measures in terms of improving power supply reliability and sustainability during the last three years?

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

(a) India’s updated Nationally Determined Contribution (NDC) outlines voluntary actions for transitioning towards a low-carbon pathway, including increasing the share of non-fossil-fuel-based energy and reducing the emissions intensity of GDP. The updated NDC target inter alia contains the

target of achieving about 50% cumulative electric power installed capacity from non-fossil fuel-based sources by 2030.The target of 50% of installed electric capacity from non-fossil fuel sources was achieved nearly five years ahead of schedule.

Third version of India's NDCs were submitted in March 2026 to the United Nations Framework Convention on Climate Change (UNFCCC), to achieve 60% cumulative electric power installed capacity from non-fossil fuel-based energy resources by 2035.

In line with these targets, Government of India has consistently diversified its electricity generation mix to strengthen the energy security. As on 30.06.2026, the country's total installed generation capacity has reached to 5,48,858 Mega Watt (MW), comprising of 2,51,489 MW (45.82 % of total installed capacity) of fossil-fuel sources i.e. Coal & Lignite, Gas, Diesel and 2,97,369 MW (54.18 % of total installed capacity) of non-fossil fuel sources i.e. Solar, Wind, Hydro, Nuclear and Biomass. The Government has taken several steps for promotion of Renewable Generation and its integration. The details are given in the enclosed **Statement-I.**

(b) During the last three years, there has been steady increase in the share of Renewable Energy in meeting the country's electricity demand, along with a continuous reduction in the gap between energy requirement and energy supplied in the country. The details of all India energy requirement and supply status as well as percentage contribution from renewable energy sources, for last three years, are given in the enclosed **Statement-II.**

STATEMENT-I

Measures taken for Promotion of Renewable Generation and its integration

i. Thrust is on capacity addition from non-fossil sources, which now exceeds 54% of the total installed electricity generation capacity. Further, Government has planned to achieve 500 Giga Watt (GW) of non-fossil fuel based installed generation capacity by 2030. During Financial Year 2025-26 alone, India added around 55.3 GW of non-fossil generation capacity, including 44.6 GW of solar capacity and 6.1 GW of wind capacity.

ii. Nuclear power has huge potential to ensure long term energy security and is vital for India's clean energy transition towards Net Zero by 2070. It is a clean and environment friendly source of base load power. The lifecycle emissions of nuclear power are comparable to those of renewables like hydro and wind. The Government of India has set an ambitious target of 100 GW nuclear power capacity by 2047.

iii. 100% Inter State Transmission System (ISTS) charges have been waived for solar and wind power projects to be commissioned by 30th June 2025, for large Hydro projects for which construction work is awarded and Power Purchase Agreement (PPA) is signed on or before 30.06.2025, for Green Hydrogen Projects commissioned till December 2030 and for offshore wind projects commissioned till December 2032. The ISTS charges waiver tapering off 25% annually thereafter.

iv. To encourage Renewable Energy (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.

v. Green Term Ahead Market (GTAM) and Green Day Ahead Market (GDAM) have been launched to facilitate sale of Renewable Energy Power through power exchanges.

vi. 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.

vii. Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.

viii. To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2032.

ix. Central Financial Assistance (CFA) is being provided to the States for setting up Transmission infrastructure for Renewable Energy (RE) integration within their State under the Green Energy Corridor Scheme.

x. Setting up of Regional Energy Management Centers (REMCs) for better forecasting of renewable power and to assist grid operators to manage variability and intermittency of renewable power.

xi. Flexibilization of thermal generation is mandated to address the variability of RE generation.

xii. 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.

xiii. 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 Photo Voltaic (PV) Modules, New Solar Power Scheme (for Tribal and Particularly Vulnerable Tribal Groups (PVTG) Habitations/Villages) under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA), National Green Hydrogen Mission, Viability Gap Funding (VGF) Scheme for Offshore Wind Energy Projects have been launched.

xiv. "Strategy for Establishment of Offshore Wind Energy Projects" has been issued.

xv. Production Linked Incentive (PLI) scheme has been launched to achieve the objective of localization of supply chain for solar PV Modules.

xvi. Development of Energy Storage Systems (ESS) has been promoted for integration of large scale RE in the grid with the following measures:

a. ISTS Charges Waiver: 100% waiver for BESS projects commissioned by June 2025 with 25% annual reduction in waiver thereafter and Hydro Pumped Storage Projects (PSP) projects wherein construction

work is awarded by June 2028. For Co-located Battery Energy Storage Systems (BESS) projects, 100% ISTS charges waiver has been extended for the projects commissioned upto June 2028. For Co-located PSP projects, 100% ISTS charges waiver has been extended for the projects for which construction work is awarded by June 2028.

b. Viability Gap Funding is provided for development of 43.8 GWh BESS capacity.

c. Closed loop off-stream PSP projects have been exempted from the requirement of concurrence by the Central Electricity Authority.

d. PLI scheme has launched the with a total outlay of ₹18,100 crore to establish 50 GWh of domestic Advanced Chemistry Cell manufacturing capacity, out of which 10 GWh is earmarked for Grid Scale Stationary Storage applications.

e. Tariff Based Competitive Bidding Guidelines for Procurement of BESS and PSP have been notified.

f. Guidelines to promote development of PSP in the country has been notified.

g. Central Electricity Authority (CEA) issued an advisory on 18.02.2025 recommending the co-location of Energy Storage Systems (ESS) with solar power projects to enhance grid stability and cost efficiency.

h. CEA (Measures Relating to Safety and Electric Supply) (First Amendment) Regulations, 2025 has been notified on 30.03.2026, which includes the safety requirements for BESS.

i. CEA's (Technical Standards for Construction of Electrical Plants and Electric Lines) Amendment Regulations, 2026 has been notified to specify the construction standards for BESS.

STATEMENT-II

Details of all India energy requirement, supply status and percentage contribution from renewable energy sources for last three years

Financial Year	Energy Requirement (Billion Units)	Energy Supplied (Billion Units)	Energy not Supplied (Billion Units)	% Share of RE Energy (including large Hydro) in Energy Supplied
2023-24	1626.1	1622.0	4.1	**22%**
2024-25	1694.0	1692.4	1.6	**24%**
2025-26	1707.5	1707.0	0.5	**28%**

STATUS OF PM-UDAY IN NORTH EAST DELHI

731. SHRI MANOJ TIWARI:

Will the Minster of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the number of properties in North East Delhi Lok Sabha Constituency that have been granted ownership rights under the Pradhan Mantri Unauthorised Colonies in Delhi Awas Adhikar Yojana (PM-UDAY) so far, Assembly Constituency-wise,

(b) the funds sanctioned and utilised by the Government for the development of roads, drains, sewerage, drinking water supply, parks, community facilities and other basic urban infrastructure in Sonia Vihar, Burari, Karawal Nagar, Ghonda, Mustafabad and other unauthorised colonies in North East Delhi along with the details of projects currently under implementation;

(c) whether the Government proposes any special urban development or infrastructure package for North East Delhi in view of its high population density and rapid urbanisation and if so, the details thereof; and

(d) whether North East Delhi is proposed to be accorded priority under redevelopment and urban rejuvenation projects in the National Capital Territory of Delhi and if so, the details thereof

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) The matter related to the conferment of ownership rights to the residents of unauthorized colonies which was earlier being undertaken by DDA under the PM-UDAY Scheme, has been transferred to the Government of National Capital Territory of Delhi (GNCTD). As per the information received from GNCTD, as on date 4547 properties in North East Delhi Lok Sabha constituency have been granted ownership rights under PM-UDAY so far.

(b) to (d) Urban Development is a State subject, therefore special urban development or infrastructure package for North East (NE) Delhi lies within the purview of the concerned State Government (s). As per information received from Delhi Government, the details of fund allocated to the executing agencies

Viz Delhi State Industrial and Infrastructure Development Corporation Ltd. (DSIIDC) and Irrigation & Flood Control (I&FC) in NE Delhi, AC wise is under:

1. Fund allocated to Industries Department (for DSIIDC) in North East Delhi during F.Y. 2026-27

	Name of Assembly constituency	**Fund Allocated (Rs. In Crore)**
(i)	Mustafabad (AC-69)	40
(ii)	Karawal Nagar (AC-70)	45
Total		85

2. Fund allocated to I&FC Department In North East Delhi during F.Y. 2026-27

	Name of Assembly constituency	**Fund Allocated (Rs. In Crore)**
(i)	Timarpur(AC-3)	6.15
(ii)	Ghonda (AC-66)	10
(iii)	Gokalpur (AC-68)	15
(iv)	Burari (AC-02)	10
(v)	Rohtash Nagar (AC-64)	10
Total		51.15

3. Further, Delhi Government has furnished the details of fund released to Executing Agencies through MLALAD (Member of Legislative Assembly Local Area Development) fund in ACs Burari, Ghonda and Mustafabad during Year 2026-27 is as under:

i. Burari Assembly (AC-02):

Name of Work	**Agency**	**Revised Estimat (Rs. In lakh)**	**Amount Released (Rs. In lakhs)**
Construction of side drains and providing and interlocking tiles Mukandpur D-Block Near Trimurti Chowk Mukandpur Burari in AC-02	I&FCD	35.67	3.56

ii. Ghonda Assembly (AC-66):

Construction of G+2 Senior Citizen Chaupal in Gangotri vihar at ghonda constituency AC-66	I&FC	50.63	5.06
Supply and installation Electromechnical boom barrier in various location at Ghonda Constituency AC-66	I&FC	44.25	3.97

iii. Mustafabad Assembly (AC-69)

Providing and placing precast Drain Cover on 33 futa Road's Both side Drain from Lalbagh Sabzi Mandi to Shani Mandir Shiv Vihar in Mustafabad AC-69	I&FC	44.67	4.46
Providing and placing Precast Drain Cover on 33 futa Road's Both Side Drain from Shiv Vihar Tiraha to Indrapuri (UP-	I&FC	52.93	5.29

Border) in Mustafabad AC-69			
Construction of Damaged Streets & Side Drains in Surya Nagar & Chauhanpur and Mustafabad AC-69	I&FC	38.47	3.84

AFFORDABILITY AND SUPPLY OF LPG

732. SHRI YUSUF PATHAN:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government proposes to take any further measures to reduce the retail price of Liquefied Petroleum Gas (LPG) and to ensure affordable cooking fuel for economically weaker households, if so, the details thereof;

(b) the details of beneficiaries who have availed LPG subsidy under the Pradhan Mantri Ujjwala Yojana (PMUY) during the last three years, year-wise; and

(c) the steps taken by the Government to ensure uninterrupted supply of LPG across the country during recent international supply disruptions?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (c) Prices of LPG in the country are linked to its prices in the international market. Government continues to modulate the effective price to consumer for domestic LPG.

Prior to the outbreak of conflict in the Middle East in February 2026, India used to import about 60 percent of its LPG consumption, out of which

about 90 percent was transiting through the Strait of Hormuz. With the closure of Strait of Hormuz, supplies of imported LPG were severely constrained. The Government took a series of proactive measures to ensure stability in LPG supplies post the outbreak of the conflict. These include rapid increase in production of LPG from 34 to 54 TMT per day, prioritization of household usage of LPG, diversification of import sources, dynamic stock management, inter-regional allocation to address localized shortages, etc. Despite this unprecedented crisis, supply of LPG to all households in the country has been ensured without any disruption. During the peak of this crisis, more than 56 crore domestic LPG cylinders were delivered between March and June 2026, including more than 12 crore cylinders to Ujjwala families.

As a result of the West Asia crisis, the average Saudi CP (the international benchmark for LPG pricing) rose upto US$ 780/MT in April and May 2026. In June 2026, as the Saudi CP rose further to US$ 796/MT (excluding premium), the Market Determined Price (MDP) of a 14.2 kg domestic LPG cylinder went upto Rs. 1,695 per 14.2 Kg cylinder. However, the Retail Selling Price of domestic LPG is being maintained at Rs. 942 per 14.2 Kg cylinder. For Pradhan Mantri Ujjwala Yojana (PMUY) consumers, the effective price is Rs. 642 per cylinder in July 2026 after a targeted subsidy of Rs. 300 per cylinder.

Government has paid a compensation of Rs. 22,000 crore to OMCs in FY 2022-23 and has approved another compensation of Rs. 30,000 crore in FY 2025-26 for under-recoveries on sale of domestic LPG.

All the PMUY beneficiaries are eligible for targeted subsidies under the scheme. The number of PMUY beneficiaries as on 1st April of each year since 2023 is as under:

As on	PMUY Beneficiaries (in crore)
01.04.2023	9.59
01.04.2024	10.33
01.04.2025	10.33
01.04.2026	10.58

Source: Petroleum Planning and Analysis Cell (PPAC)

TEMPORARY COCOS INHERITED FROM IBP

733. CAPTAIN VIRIATO FERNANDES:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the complete details of all temporary Company Owned Company Operated (COCO) retail outlets inherited from IBP by Indian Oil Corporation Limited (IOCL) after the merger, including location, name of the landowner, present dealership status, name of the dealer, category under which the dealership was awarded and the date of award;

(b) the number of such inherited temporary COCOs still operating through ad hoc dealers, along with the location-wise details indicating the name of the ad

hoc dealer and the period for which each outlet has been operated on an ad hoc basis since the merger;

(c) the details of dealerships awarded under IBP Policy No. MPDM/319/02 dated 08.10.2002 for - (i) temporary COCOs, and (ii) direct dealerships, indicating location, name of the landowner, name of the dealer, category of dealership and date of award;

(d) the details of all policies/guidelines issued by IOCL from 2007 till date governing operation of temporary COCO retail outlets through ad hoc dealers; and

(e) the present status of the dealership of the two temporary IOCL COCO's at Verna and Ambora in Goa?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) Indian Oil Corporation Limited (IOCL) inherited 245 temporary Company Owned Company Operated (COCO) retail outlets from IBP after the merger.

(b) There are 29 such inherited temporary COCOs operating through ad hoc dealers by IOCL.

(c) There are 221 RO dealerships awarded from temporary COCO or directly under IBP Policy No. MPDM/319/02 dated 08.10.2002.

(d) Details of all policies/guidelines issued by IOCL from 2007 till date governing operation of temporary COCO retail outlets through ad hoc dealers, are as below:

Policy Circular No.	Date	Subject
164 - 01/20210	05.01.2010	Operation of Temporary COCOs
203 – 05/2012	10.05.2012	Operation of Temporary COCOs
285 – 08/2020	12.08.2020	Amendment in norms for ad-hoc dealer selection criteria due to Covid-19
311 – 06/2023	14.06.2023	Operation of New & Terminated “A” site RO/KSKs through ad-hoc dealership
324-03/2025	03.03.2025	Operation of New, Terminated & Inoperative “A” site RO/KSK through ad-hoc dealership
324-03 / 2025 / A	01.07.2026	Guidelines for operation of new, terminated & inoperative “A” site RO/KSK through ad-hoc dealership

(e) IOCL COCO's at Verna and Ambora in Goa are under operation in the name of Heera Petroleum and Karma Auto Park.

IMPLEMENTATION OF PMUY

734. SHRI RAHUL GANDHI:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the details of the active LPG connections under the Pradhan Mantri Ujjwala Yojana (PMUY) since 2020, State/UT-wise and year-wise;

(b) the details of the number of PMUY beneficiaries who did not avail a single LPG refill, four or fewer than four refills and more than four refills since 2020, State/UT-wise and year-wise;

(c) the annual savings estimated due to the reduction in the number of subsidised LPG cylinders from nine to four under PMUY;

(d) whether the Government conducted any assessment of the impact on poor households before reducing the number of subsidised LPG cylinders from nine to four amid rising LPG cylinder prices and if so, the details thereof; and

(e) whether the Government has conducted any assessment of the extent to which PMUY beneficiary households continue to rely on firewood, dung cakes or other traditional cooking fuels and if so, the details and findings thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) Pradhan Mantri Ujjwala Yojana (PMUY) was launched in May, 2016 with an objective to provide deposit free LPG connection to adult women from poor households across the country. As on 01.07.2026, there are approximately 10.58 crore PMUY connections across the country. All PMUY connections released under the scheme continue to remain active beneficiaries. State/UT-wise and year-wise details of PMUY connections released since 2020 are given in the enclosed **Statement-I.**

(b) State/UT-wise details of number of PMUY Beneficiaries who have not taken any refill, number of PMUY Beneficiaries who have taken 1 to 4 refills and number of PMUY beneficiaries who have taken more than four refills during the FY 2020-21 to FY 2025-26 are given in the enclosed **Statement-II.**

(c) With the onset of the West Asia crisis, the average Saudi CP (the international benchmark for LPG pricing) rose upto US$ 780/MT in April and May 2026. In June 2026, as the Saudi CP rose further to US$ 796/MT (excluding premium), the Market Determined Price (MDP) of a 14.2 kg domestic LPG cylinder went to Rs. 1,695 per 14.2 Kg cylinder.

The Retail Selling Price of domestic LPG is being maintained at Rs. 942 per 14.2 Kg cylinder, carrying an implicit subsidy (under-recovery) of more than Rs 700 per 14.2 Kg cylinder, in June 2026. Even for the month of July 2026, the implicit subsidy on each 14.2 Kg domestic LPG cylinder is more than Rs 500 per cylinder. For more than 10.5 crore PMUY consumers, the effective price is only Rs. 642 per cylinder (Delhi), after a targeted subsidy of Rs. 300 per cylinder, in addition to the implicit subsidy of more than Rs 500 per cylinder. Even after the reduction in number of refills eligible for targeted subsidy for PMUY households, all the consumers continue to avail implicit subsidies (under-recovery) of more than Rs. 500 per cylinder during July 2026.

(d) Based on an assessment of FY 2025–26 refill consumption data, it has been observed that refill consumption patterns vary across PMUY beneficiary households, with a substantial proportion of beneficiaries availing up to four subsidised refills annually. The assessment further indicates that the targeted subsidy framework under PMUY has contributed to sustained adoption and regular usage of LPG as a clean cooking fuel. The per Consumer Consumption (PCC) among PMUY beneficiaries is 4.71 cylinders per year in FY 2025–26.

In view of the refill average during FY 2025–26, provision of targeted subsidy support for up to four refills annually has been assessed as appropriate for continuing affordability support to PMUY beneficiary households, while enhancing targeting efficiency and ensuring prudent rationalisation of subsidy expenditure. The proposed rationalisation pertains only to the number of refills eligible for targeted subsidy and does not impose any restriction on the purchase of additional LPG refills at market prices which is also heavily subsidized at current RSP.

(e) PMUY has had a significant positive impact on the lives of rural households, especially women and families in rural and remote areas including shift from traditional cooking methods that involve burning solid fuels like wood, dung and crop residues. The use of cleaner fuel lowers indoor air pollution, leading to improved respiratory health, particularly among women and children who are traditionally more exposed to household smoke.

Indian households use multiple fuels for cooking, a phenomenon commonly referred to as fuel stacking. Extent of LPG usage in the households is influenced by variety of factors such as cooking preferences, tastes, seasons, cuisine types, food flavours, traditions, cost etc.

According to a recent PMUY Evaluation Report by NITI Aayog (April 2026), 86.59% of PMUY households use LPG as their predominant primary cooking fuel, reflecting widespread adoption of clean cooking energy. The evaluation also found that 74.27% of surveyed PMUY beneficiaries reported a reduction in indoor air pollution after adopting LPG. In addition, a significant

proportion of beneficiaries reported reduction in cough and breathlessness, reduced eye irritation and smoke inhalation, along with a decline in headaches and dizziness, highlighting the positive health benefits associated with LPG usage.

It was also reported that beneficiaries prefer LPG for festivals, weddings and large gatherings because it is quick, clean and convenient. Many still keep wood or dung cakes for some dishes, mainly due to tradition or taste preferences.

Separate evaluation studies by The Energy and Resource Institute (TERI) and IIT Kanpur have also highlighted the positive environmental and health impacts of PMUY. Their findings indicate that PMUY has contributed to reducing both ambient and household air pollution. The IIT Kanpur evaluation across six states further found that indoor air quality during cooking hours was nearly twice as good in LPG-using households compared to households relying on traditional chulhas, demonstrating significant health benefits, particularly for primary cooks.

STATEMENT-I

Details of State-wise, LPG Connection under PMUY since 2020

State/UT	As on 01.04.2020	As on 01.04.2021	As on 01.04.2022	As on 01.04.2023	As on 01.04.2024	As on 01.04.2025	As on 01.04.2026
Andaman & Nicobar	12,436	12,602	13,403	13,447	13,827	13,822	14,036
Andhra Pradesh	3,91,860	3,91,625	4,16,861	5,12,437	9,68,332	973,213	11,38,039
Arunachal Pradesh	44,699	44,670	47,818	49,247	53,789	53,794	55,143
Assam	34,84,901	34,74,326	39,79,854	44,14,806	50,92,071	5,097,344	52,55,692
Bihar	85,37,893	85,23,573	1,00,94,557	1,07,33,364	1,16,19,851	11,628,502	1,20,68,090
Chandigarh	88	87	92	659	2,025	2,028	2,037
Chhattisgarh	29,89,440	29,88,523	33,51,181	34,92,221	37,85,197	3,801,362	39,75,756
Dadra Nagar-Haveli Daman & Diu	15,174	15,166	15,050	15,033	17,812	17,791	18,923
Delhi	76,855	76,190	98,756	1,42,164	2,56,931	259,579	2,89,312
Goa	1,082	1,081	1,081	1,265	1,956	1,955	2,047

Gujarat	29,01,059	28,99,233	34,38,252	38,43,237	43,04,694	4,308,245	44,02,586
Haryana	7,30,928	7,26,751	7,38,980	7,67,322	11,12,992	1,115,081	12,10,694
Himachal Pradesh	1,35,966	1,35,960	1,38,382	1,40,822	1,50,837	150,692	1,52,356
Jammu and Kashmir	12,30,997	12,30,134	12,38,847	12,45,438	12,69,743	1,269,651	12.80.546
Jharkhand	32,61,556	32,58,502	34,74,963	36,46,220	38,95,366	3,894,458	39,82,619
Karnataka	31,46,300	31,43,099	34,66,468	37,57,704	41,48,108	4,146,532	42,38,649
Kerala	2,56,302	2,56,136	3,00,498	3,41,187	3,87,761	387,759	3,91,263
Ladakh	11,083	11,072	11,099	11,090	11,089	11,085	11,081
Lakshadweep	290	292	302	309	365	370	370
Madhya Pradesh	71,54,600	71,43,875	79,38,596	82,27,427	88,32,154	8,846,577	90,44,184
Maharashtra	44,28,682	44,19,772	46,98,339	48,90,055	52,15,785	5,217,287	52,67,753
Manipur	1,56,598	1,56,398	1,78,392	2,02,029	2,24,999	224,916	2,29,143
Meghalaya	1,50,744	1,50,526	1,73,142	2,14,928	3,16,624	317,155	3,24,210
Mizoram	28,118	28,122	29,645	33,595	36,031	36,006	38,399

Nagaland	55,140	54,096	77,111	91,807	1,22,199	122,138	1,32,287
Odisha	47,40,385	47,36,666	51,88,279	53,19,685	55,47,343	5,549,146	56,52,921
Puducherry	13,577	13,568	14,218	14,833	19,322	19,389	20,448
Punjab	12,24,218	12,19,883	12,35,939	12,83,976	13,59,705	1,359,256	13,61,521
Rajasthan	63,68,525	63,59,564	66,20,356	69,27,163	73,77,084	7,381,006	75,18,465
Sikkim	8,752	8,752	12,457	13,795	19,911	19,872	20,093
Tamil Nadu	32,42,217	32,37,695	34,50,256	37,04,058	41,01,978	4,099,805	42,03,106
Telangana	10,72,321	10,71,393	11,11,322	11,52,850	11,85,624	1,184,171	12,35,634
Tripura	2,71,888	2,71,530	2,71,904	2,83,503	3,15,462	316,411	3,33,618
Uttar Pradesh	1,47,56,494	1,47,33,034	1,67,18,454	1,75,03,067	1,85,92,478	18,593,754	1,89,80,268
Uttarakhand	4,04,566	4,03,234	4,49,877	4,96,450	5,30,167	530,076	5,31,323
West Bengal	88,56,695	88,39,050	1,09,08,400	1,23,72,225	1,23,76,395	12,374,688	1,23,72,634

Source: IOCL on behalf of PSU OMCs

STATEMENT-II

State/UT-wise details of number of PMUY Beneficiaries during the FY 2020-21 to FY 2025-26

FY 2020-21

State/UT	Number of Consumers who did not take any refills	Number of Consumers taken 4 or less refills (excluding Nil)	Number of Consumers taken more than 4 refills
Andaman & Nicobar	71	5,086	6,935
Andhra Pradesh	1,277	1,95,633	1,94,899
Arunachal Pradesh	172	23,732	20,757
Assam	61,265	24,61,321	9,44,350
Bihar	84,330	45,42,617	38,66,501
Chandigarh	1	21	66
Chhattisgarh	1,94,774	23,39,491	4,43,548
Dadra and Nagar Haveli & Daman and Diu	54	9,700	5,420
Delhi	1,335	9,078	66,429
Goa	12	473	597
Gujarat	27,994	14,13,966	14,57,830
Haryana	12,057	2,15,908	5,02,927
Himachal Pradesh	170	59,272	76,521
Jammu & Kashmir	18,972	9,00,222	3,11,276
Jharkhand	39,122	23,94,759	8,22,523
Karnataka	9,271	14,16,636	17,12,255
Kerala	873	1,16,798	1,38,628
Ladakh	39	7,347	3,686
Lakshadweep	-	232	60
Madhya Pradesh	77,493	52,43,669	18,32,386
Maharashtra	43,108	22,41,390	21,42,110
Manipur	2,282	57,986	96,175
Meghalaya	3,537	1,08,994	37,993

Mizoram	43	6,788	21,290
Nagaland	248	34,691	20,199
Odisha	37,208	31,46,202	15,53,599
Pondicherry	9	3,063	11,312
Punjab	13,409	4,14,912	7,95,217
Rajasthan	56,417	37,35,932	25,72,763
Sikkim	12	3,745	4,995
Tamil Nadu	21,481	15,48,099	16,69,447
Telangana	3,613	6,67,768	4,00,789
Tripura	14,775	1,58,316	93,019
Uttar Pradesh	2,21,327	74,14,435	71,09,088
Uttarakhand	4,355	1,64,374	2,35,812
West Bengal	67,010	47,47,417	40,00,409

Source: IOCL on behalf of PSU OMCs

FY 2021-22

State/UT	Number of Consumers who did not take any refills	Number of Consumers taken 4 or less refills (excluding Nil)	Number of Consumers taken more than 4 refills
Andaman & Nicobar	2,630	5,078	5,695
Andhra Pradesh	26,590	2,59,260	1,31,011
Arunachal Pradesh	6,683	26,439	14,696
Assam	8,78,691	23,36,466	7,64,697
Bihar	7,73,039	63,52,851	29,68,667
Chandigarh	12	37	43
Chhattisgarh	10,88,553	19,43,048	3,19,580
Dadra and Nagar Haveli & Daman and Diu	184	8,780	6,086
Delhi	5,153	38,716	54,887
Goa	58	530	493
Gujarat	2,54,908	18,64,663	13,18,681
Haryana	45,477	2,83,532	4,09,971

Himachal Pradesh	14,824	73,308	50,250
Jammu & Kashmir	1,44,314	8,52,934	2,41,599
Jharkhand	7,17,244	21,82,644	5,75,075
Karnataka	1,64,982	18,69,077	14,32,409
Kerala	18,872	1,80,678	1,00,948
Ladakh	696	7,573	2,830
Lakshadweep	24	158	120
Madhya Pradesh	10,41,218	53,86,911	15,10,467
Maharashtra	2,80,018	27,01,652	17,16,669
Manipur	14,971	75,450	87,971
Meghalaya	51,504	85,452	36,186
Mizoram	2,893	9,943	16,809
Nagaland	14,011	45,128	17,972
Odisha	6,61,566	34,68,550	10,58,163
Pondicherry	485	4,918	9,627
Punjab	75,308	5,36,441	6,24,190
Rajasthan	3,37,193	39,62,491	23,20,672
Sikkim	2,758	6,726	2,973
Tamil Nadu	3,10,944	18,48,157	12,90,343
Telangana	1,04,624	7,08,737	2,97,961
Tripura	1,00,335	1,05,833	65,736
Uttar Pradesh	12,53,376	96,87,963	57,77,115
Uttarakhand	35,315	2,19,281	1,95,281
West Bengal	9,51,426	73,35,251	26,21,723

Source: IOCL on behalf of PSU OMCs

FY 2022-23

State/UT	Number of Consumers who did not take any refills	Number of Consumers taken 4 or less refills (excluding Nil)	Number of Consumers taken more than 4 refills
Andaman & Nicobar	1,125	6,298	6,024
Andhra Pradesh	31,670	3,24,189	1,56,578

Arunachal Pradesh	8,090	24,374	16,783
Assam	10,51,029	23,68,761	9,95,016
Bihar	10,70,552	65,93,240	30,69,572
Chandigarh	9	505	145
Chhattisgarh	12,71,260	18,66,328	3,54,633
Dadra and Nagar Haveli & Daman and Diu	44	8,234	6,755
Delhi	5,239	35,011	1,01,914
Goa	53	751	461
Gujarat	2,44,519	19,47,138	16,51,580
Haryana	38,539	2,49,730	4,79,053
Himachal Pradesh	14,522	75,778	50,522
Jammu & Kashmir	1,31,341	8,19,789	2,94,308
Jharkhand	8,72,565	21,44,070	6,29,585
Karnataka	2,01,699	19,01,196	16,54,809
Kerala	24,203	1,93,945	1,23,039
Ladakh	439	6,977	3,674
Lakshadweep	26	198	85
Madhya Pradesh	13,18,596	51,19,230	17,89,601
Maharashtra	2,77,828	26,37,364	19,74,863
Manipur	16,777	84,152	1,01,100
Meghalaya	53,686	1,16,910	44,332
Mizoram	3,037	13,962	16,596
Nagaland	16,164	50,319	25,324
Odisha	8,14,363	32,35,331	12,69,991
Pondicherry	509	5,436	9,700
Punjab	90,233	4,91,732	7,02,011
Rajasthan	3,29,397	38,59,738	27,38,028
Sikkim	2,763	6,576	4,456
Tamil Nadu	2,69,965	19,62,554	14,70,727
Telangana	73,935	7,47,122	3,31,793

Tripura	1,05,116	1,12,082	66,305
Uttar Pradesh	16,81,620	95,12,137	63,09,310
Uttarakhand	44,203	2,38,682	2,13,565
West Bengal	18,19,143	71,86,696	33,66,386

Source: IOCL on behalf of PSU OMCs

FY 2023-24

State/UT	Number of Consumers who did not take any refills	Number of Consumers taken 4 or less refills (excluding Nil)	Number of Consumers taken more than 4 refills
Andaman & Nicobar	1,041	3,861	8,925
Andhra Pradesh	1,00,811	6,61,923	2,05,598
Arunachal Pradesh	9,705	26,644	17,440
Assam	12,80,551	26,49,114	11,62,406
Bihar	13,94,091	66,11,675	36,14,085
Chandigarh	99	1,434	492
Chhattisgarh	12,62,743	20,66,264	4,56,190
Dadra and Nagar Haveli & Daman and Diu	449	8,257	9,106
Delhi	10,393	1,27,009	1,19,529
Goa	72	1,401	483
Gujarat	3,45,994	20,86,768	18,71,932
Haryana	57,640	5,05,573	5,49,779
Himachal Pradesh	14,450	82,758	53,629
Jammu & Kashmir	1,87,121	7,34,014	3,48,608
Jharkhand	9,59,833	21,71,825	7,63,708
Karnataka	2,90,266	20,09,905	18,47,937
Kerala	35,730	2,18,362	1,33,669
Ladakh	2,311	6,033	2,745
Lakshadweep	24	218	123
Madhya Pradesh	16,08,366	51,02,163	21,21,625
Maharashtra	4,19,240	25,37,160	22,59,385

Manipur	27,925	1,00,046	97,028
Meghalaya	67,288	2,02,367	46,969
Mizoram	3,962	15,270	16,799
Nagaland	19,909	74,023	28,267
Odisha	9,29,890	30,26,840	15,90,613
Pondicherry	1,029	7,366	10,927
Punjab	93,622	4,97,839	7,68,244
Rajasthan	5,59,606	38,38,273	29,79,205
Sikkim	1,870	13,205	4,836
Tamil Nadu	3,52,734	20,75,789	16,73,455
Telangana	1,32,982	7,14,605	3,38,037
Tripura	1,21,223	1,24,810	69,429
Uttar Pradesh	15,21,472	92,62,968	78,08,038
Uttarakhand	58,421	2,27,005	2,44,741
West Bengal	21,75,329	58,55,317	43,45,749

Source: IOCL on behalf of PSU OMCs

FY 2024-25

State/UT	Number of Consumers who did not take any refills	Number of Consumers taken 4 or less refills (excluding Nil)	Number of Consumers taken more than 4 refills
Andaman & Nicobar	1,433	2,761	9,628
Andhra Pradesh	60,447	4,92,957	4,19,809
Arunachal Pradesh	8,932	23,953	20,909
Assam	14,88,148	20,20,475	15,88,721
Bihar	15,20,952	57,01,510	44,06,040
Chandigarh	43	471	1,514
Chhattisgarh	12,32,813	18,57,783	7,10,766
Dadra and Nagar Haveli & Daman and Diu	660	6,639	10,492

Delhi	10,294	44,526	2,04,759
Goa	84	1,088	783
Gujarat	2,92,156	16,97,250	23,18,839
Haryana	44,458	2,68,994	8,01,629
Himachal Pradesh	14,541	71,706	64,445
Jammu & Kashmir	1,48,549	6,55,420	4,65,682
Jharkhand	9,42,495	18,78,239	10,73,724
Karnataka	2,77,586	15,78,515	22,90,431
Kerala	39,509	1,79,344	1,68,906
Ladakh	752	5,279	5,054
Lakshadweep	22	250	98
Madhya Pradesh	16,65,720	45,00,443	26,80,414
Maharashtra	3,40,848	21,42,781	27,33,658
Manipur	20,576	1,00,004	1,04,336
Meghalaya	92,539	1,56,070	68,546
Mizoram	5,804	10,280	19,922
Nagaland	24,140	52,010	45,988
Odisha	8,34,455	26,66,276	20,48,415
Pondicherry	1,004	4,913	14,284
Punjab	1,21,114	4,46,633	7,91,509
Rajasthan	6,46,146	31,72,661	35,62,199
Sikkim	3,131	8,017	8,724
Tamil Nadu	3,91,044	16,89,690	20,18,259
Telangana	1,38,890	6,45,497	3,99,784
Tripura	1,30,407	88,510	97,494
Uttar Pradesh	18,27,825	75,42,583	92,23,346
Uttarakhand	64,325	2,01,387	2,64,364
West Bengal	20,87,818	46,86,903	55,99,967

Source: IOCL on behalf of PSU OMCs

FY 2025-26

State/UT	Number of Consumers who did not take any refills	Number of Consumers taken 4 or less refills (excluding Nil)	Number of Consumers taken more than 4 refills
Andaman & Nicobar	1,781	3,684	8,571
Andhra Pradesh	85,953	5,65,449	4,86,637
Arunachal Pradesh	8,437	25,017	21,689
Assam	16,14,634	18,34,844	18,06,214
Bihar	17,88,205	51,57,410	51,22,475
Chandigarh	124	372	1,541
Chhattisgarh	14,35,318	17,11,532	8,28,906
Dadra and Nagar Haveli & Daman and Diu	579	8,322	10,022
Delhi	16,112	62,982	2,10,218
Goa	93	1,047	907
Gujarat	2,86,887	15,95,665	25,20,034
Haryana	72,288	3,07,305	8,31,101
Himachal Pradesh	18,236	70,377	63,743
Jammu & Kashmir	2,56,386	5,06,168	5,17,992
Jharkhand	9,34,087	17,20,806	13,27,726
Karnataka	3,40,507	14,75,978	24,22,164
Kerala	47,404	1,49,783	1,94,076
Ladakh	729	4,108	6,244
Lakshadweep	19	183	168
Madhya Pradesh	18,84,301	41,44,706	30,15,177
Maharashtra	4,63,870	19,35,570	28,68,313
Manipur	25,256	86,422	1,17,465
Meghalaya	1,15,364	1,24,012	84,834
Mizoram	6,909	10,908	20,582

Nagaland	26,615	54,865	50,807
Odisha	9,64,258	23,65,955	23,22,708
Pondicherry	1,337	5,116	14,807
Punjab	1,68,393	4,17,307	7,75,821
Rajasthan	8,48,657	29,71,827	36,97,981
Sikkim	2,800	7,210	10,083
Tamil Nadu	4,79,304	15,25,420	21,97,570
Telangana	1,81,534	6,30,260	4,23,840
Tripura	1,26,984	92,930	1,13,704
Uttar Pradesh	20,62,682	69,46,625	99,70,961
Uttarakhand	68,983	1,86,942	2,75,398
West Bengal	21,71,454	39,99,734	62,01,446

Source: IOCL on behalf of PSU OMCs

COMMON FACILITY CENTRES

735. SHRI G. LAKSHMINARAYANA:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the number of proposals received and approved for establishing Common Facility Centres (CFCs) and Infrastructure Development projects during the last five years, State-wise and district-wise for Andhra Pradesh;

(b) the physical progress of approved CFCs along with the details of the implementation agency and the list of facilities created, classified, cluster-wise;

(c) the funds sanctioned and disbursed for the same, State-wise;

(d) the number of Micro, Small and Medium Enterprises benefited through these centres during the last five years, State-wise and district-wise for Andhra Pradesh;

(e) the number of persons trained during the last five years, cluster-wise; and

(f) whether private entities or universities form Special Purpose Vehicles to establish CFCs, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (e) Micro and Small Enterprises Cluster Development Programme (MSE-CDP) is a demand driven Central Sector Scheme wherein, State/UTs Governments send proposals as per common needs of existing cluster in their respective States/UTs. This scheme aims to enhance the productivity and competitiveness of MSEs for their holistic development by adopting cluster approach. The Government provides financial assistance to establish Common Facility Centres (CFCs) in existing clusters and establish infrastructure facilities in new / up-grade the existing Industrial Areas / Estates /Flatted Factory Complex.

Under MSE-CDP, a total of 612 projects comprising 246 Common Facility Centre (CFC) projects and 366 Infrastructure Development (ID) projects have been approved since inception across the country. Out of the approved CFC projects, 123 projects have been completed and 123 projects

are under implementation including projects in the State of Andhra Pradesh. The details of proposals for CFC and ID projects received and approved during last five years district-wise for Andhra Pradesh is appended below:

List of proposals received and approved for establishing Common Facility Centres (CFCs) under MSE-CDP during the last five years in Andhra Pradesh

S. No	Name of the Project	District	Year of approval	Project Cost	GoI Grant Approved	Total GoI grant released	Status	No. of MSME beneficiary including trainees as per DPR
				Rs. in lakh				
1	Printing Cluster, Kakinada, East Godavari District	East Godavari	2021-22	1476	1033.2	1033.2	Completed	150 Units & 16 Trainees
2	Gold Ornament Cluster, Jaggayyapeta, Krishna District	Krishna	2021-22	800	614.52	614.52	Completed	359 Units & 12 Trainees
3	Pulses & Pulses Products Cluster, Machavaram village, Rayavaram Mandal, East Godavari District	East Godavari	2021-22	1483.06	1038.14	1038.14	Completed	119 Units & 25 Trainees
4	Furniture Manufacturing Cluster, Rajamundry	Rajamundry	2021-22	1498.41	1048.88	943.992	Ongoing	125 Units
5	Hosiery & Readymade Garments Cluster, Nellore	Nellore	2021-22	822.98	576.08	518.472	Ongoing	200 Units
6	Printing Cluster, Tirupati	Tirupati	2024-25	2519.26	1763.48	0	Ongoing	92 Units
7	Food Processing Cluster,	Srikakulam	2024-25	2994	2095	0	Ongoing	408 Units

	Srikakulam							
8	Coconut Cluster, Yalamanchili Mandal, West Godavari	West Godavari	2025-26	2997.45	2098.21	0	Ongoing	69 Units
9	Gold Ornaments Cluster, Mangalagiri, Guntur District	Guntur	2025-26	999.36	799.49	0	Ongoing	77 Units

List of proposals received and approved for Infrastructure Development (ID) Projects under MSE-CDP during last five year in Andhra Pradesh

S. No	Name of the Project	District	Year of approval	Project Cost	GoI Grant Approved	Total GoI grant released	Status
1	Up-gradation of Industrial Estate at (Autonagar), Guntur	Guntur	2021-22	691.97	416.75	261.5517	Completed
2	Up-gradation of Industrial Estate (Jewellery) at Machilipatnam, Krishna District	Krishna	2021-22	817.44	572.21	200	Ongoing
3	Up-gradation of Growth Centre at Hindupur, Anantapuram District	Anantapuram	2021-22	715.06	443.71	200	Ongoing
4	Up-gradation of Industrial Estate at Tanuku, District West Godavari	West Godavari	2023-24	1010	800	720	Ongoing

5	Up-gradation of existing Industrial Estate at Nellimarla, District Vizianagaram (Aspirational)	Vizianagaram	2023-24	646.08	516.86	200	Ongoing
6	Development of Flatted Factory Complex (FFC) at Atchutapuram, Gurajapalem Village, Rambilli Mandal, Visakhapatnam District, Andhra Pradesh	Visakhapatnam	2023-24	1343.91	1032.56	200	Ongoing
7	FFC at Peddapuram, Bhimavaram Village &Samalkot Mandal, Kakinada District	Kakinada	2023-24	1330	931	465.5	Ongoing
8	New Industrial Estate at Pagali (Block-II), Pagali Village, Yerpedu Mandal, Tirupati Dist.	Tirupati	2023-24	1030	721	360.5	Ongoing
9	New Industrial Estate at Guttapadu, OrvakalMandal, District – Kurnool	Kurnool	2023-24	2140	1050	525	Ongoing
10	FFC at IP, Pedagantyada, Visakhapatnam District	Visakhapatnam	2023-24	757	529.9	264.95	Ongoing

11	New Industrial Estate at 5-Venkatapuram, Chittoor Mandal & District	Chittoor	2023-24	1430	1001	500.5	Ongoing
12	New Industrial Estate at Gopavaram Village & Mandal, Y.S.R. Kadapa District	Y.S.R. Kadapa	2023-24	1525.49	1050	945	Ongoing
13	New Industrial Estate at Chandalur, Darsi Mandal, Prakasam District	Prakasam	2023-24	1076.41	753.49	678.141	Ongoing
14	New Industrial Estate at Jagadurthy, Jagadurthy Village, Dhone Mandal, Nandyal District.	Nandyal	2023-24	1045.99	732.19	366.095	Ongoing
15	New Industrial Estate (phase-III) at Veerapanenigudem (V), Gannavaram Mandal & Krishna District	Krishna	2023-24	1470	1029	926.1	Ongoing
16	New Industrial Estate at Kalavacharla (Greenfield), Rajanagaram Mandal, East Godavari District	East Godavari	2023-24	2065	1050	945	Ongoing
17	Flatted Factory Complex (FFC) at Pydibhimavaram, Ranastalam	Srikakulam	2023-24	1460	1022	511	Ongoing

	Mandal, Srikakulam District						
18	New Industrial Estate at Kappalabanda Village, Puttaparthi Mandal, Sri Sathya Sai District	Sri Sathya Sai	2023-24	1171.13	819.79	409.89	Ongoing
19	New Industrial Estate at Koduru, Anakapalli District	Anakapalli	2023-24	2686	1050	525	Ongoing
20	New Industrial Estate at Narampeta, Narampeta Village, Atmakur Mandal, S.P.S.R. Nellore District	S.P.S.R. Nellore	2023-24	2343	1050	525	Ongoing
21	New Industrial Estate at Thatiguntapalli Village, Valmikipuram Mandal, Annamayya District	Annamayya	2023-24	1592.53	1050	525	Ongoing
22	Up-gradation of Industrial Estate at Autonagar Throvagunta, Ongole Mandal, Prakasam District, Andhra Pradesh	Prakasam	2025-26	1095	600	300	Ongoing
23	New Industrial Estate at Brahmanapalle Village, Orvakal Mandal, Kurnool	Kurnool	2025-26	851.99	596.39	298.195	Ongoing

	District, Andhra Pradesh						
24	Flatted Factory Complex at UDL 2, Nagamangalam Village, Palamaner Mandal, Chittoor District	Chittoor	2025-26	1527	1050	525	Ongoing
25	Flatted Factory Complex at Brahmanapalle, Brahmanapalle Village, Orvakal Mandal, Kurnool District, Andhra Pradesh	Kurnool	2025-26	1295.92	907.14	453.57	Ongoing

The implementing Agency is AP MSME Development Corporation for all above CFCs project and Andhra Pradesh Industrial Infrastructure Corporation (APIIC) for all above ID projects under MSE-CDP. The facilities created include common processing facilities, testing laboratories, quality control and testing equipment, design centres, common production machinery, training facilities, raw material banks, packaging facilities and other common infrastructure depending upon the requirements of the respective clusters.

(f) The Special Purpose Vehicle (SPV) is a Section 8 Company promoted by the cluster members. Private enterprises, associations, cooperatives and other eligible entities may be members/promoters of the SPV. Universities by themselves are not envisaged as the implementing SPV under the Scheme;

however, they may participate as knowledge or technical partners, wherever required.

URBAN WATER REQUIREMENTS IN TAMIL NADU

736. SHRI TAMILSELVAN THANGA:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Union Government is aware of the fact that rapid urbanisation in Theni, Periyakulam, Bodinayakanur and Cumbum in Theni Lok Sabha Constituency has increased water demand and if so, whether any assessment has been undertaken regarding the future urban water requirements in these towns and if so, the details thereof;

(b) whether the Union Government is extending any technical and financial assistance to Urban Local Bodies for reduction of transmission losses and non-revenue water and if so, the details thereof; and

(c) whether treated wastewater reuse projects are being encouraged in medium-sized towns of Tamil Nadu to reduce pressure on freshwater resources, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) To enable every rural household in the country, including those in the Theni Lok Sabha Constituency, to have assured potable water, in adequate quantity of prescribed quality on regular and long-term basis, through tap water

connection, since August 2019, Government of India in partnership with states, is implementing Jal Jeevan Mission (JJM) - Har Ghar Jal.

At the start of the Mission, around 0.55 lakh (29.53%) rural households were reported to have tap water connections in Theni district of Tamil Nadu. So far, as reported by the State, around 1.30 lakh rural households have been provided with tap water connections under JJM. Thus, as on 20.07.2026, all the 1.85 lakh rural households in the district are reported to have tap water supply in their homes.

Ministry of Housing and Urban Affairs (MoHUA) has informed that Water is a State subject and it provides financial and technical support to the States through its schemes/ Missions such as Atal Mission for Rejuvenation and Urban Transformation (AMRUT) / AMRUT 2.0 for improvement/ augmentation of basic infrastructure in the sectors of water supply, sewerage and septage management, water body rejuvenation and parks and green spaces through approved projects.

AMRUT 2.0 is implemented in all Urban Local Bodies (ULBs)/ cities, enabling the cities to become 'self-reliant' and 'water secure'. Providing universal coverage of sewerage and septage management in 500 AMRUT cities is one of the major focus areas of AMRUT 2.0. Rejuvenation of water bodies and development of green spaces and parks are other components of the mission.

MoHUA has also informed that rapid urbanisation is one of the reasons affecting urban resources including water resources. Under AMRUT 2.0, cities have prepared City Water Balance Plans (CWBPs), which include as-is assessment of water supply systems which help cities/ ULBs to identify gaps. City Water Balance Plan help cities to identify scope for projects focusing on the objectives of Mission. Based on the projects identified in City Water Balance Plans, City Water Action Plan (CWAP) are devised. These CWAPs are aggregated in the form of State Water Action Plans (SWAP). Further, the State High Powered Steering Committee (SHPSC) headed by the Chief Secretary of the State, consider and recommend/ approve the SWAPs under AMRUT 2.0. State Level Technical Committee (SLTC) headed by the Secretary, Urban Development & Housing Department provides technical support to the SHPSC in approving, monitoring and supervising the scheme at the State level.

Under AMRUT 2.0, States/ UTs are empowered to select, appraise, prioritise and implement the projects within the broad framework of Mission guidelines. The projects recommended by the SHPSC are approved by the Apex Committee under the Mission at the MoHUA level. The projects taken up by the State of Tamil Nadu in Theni, Periyakulam, Bodinayakanur and Cumbum ULBs are as under:

Amount in Rs. Crore

ULB	Project Type	Name of the project	Approved Cost
Bodinayakanur	Parks/ Green	Park at Kulaseka rapandiyan Layout in	0.18

	Spaces Development	ward No: 22 in Bodinayakanur Municipality under AMRUT 2.0	
		Green Space and park at Ponsen Nagar in Bodinayakanur Municipality	0.18
Cumbum	Parks/ Green Spaces Development	Park at Nandhagopalasamy nagar Ward No:- 31 in Cumbum Municipality under AMRUT 2.0	0.18
		Parks and Green Space in Gandhiji park Ward No.27 in Cumbum Municipality	0.20
Periyakulam	Parks/ Green Spaces Development	Park at Koyya thoppu in Periyakulam Municipality	0.20
Theni Alinagaram	Water Body Rejuvenation	Water bodies at Bommaiyangavundanpatti Ward No : B , Block No : 16, TS.No : 5 in Theni Allinagaram Municipality	0.33
	Parks/ Green Spaces Development	Green Space and park at Lakhsmi Nagar in Theni Allinagaram Municipality	0.18
		Green Space and park at Santhom Nagar in Theni Allinagaram Municipality	0.18

(b) For reduction of transmission losses and non-revenue water, AMRUT 2.0 promotes adoption of smart elements like smart metering, SCADA-based monitoring, sensors etc. Further, Mission advocates to adopt District Metered Area (DMA) approach in creation of projects where ever feasible. For addressing non revenue water issues, States have taken up Drink from Tap (DfT) projects and Smart Monitoring Systems such as Supervisory Control and Data Acquisition (SCADA), meters, pressure valves, etc. under AMRUT 2.0 to strengthen maintenance systems, digital monitoring, energy efficiency, etc. States are encouraged to implement at least one DfT project in a District

Metered Area (DMA) or ward within each AMRUT city. 407 projects with 1,285 DMAs benefitting 20.40 lakh Households have been approved under AMRUT 2.0 and 1,473 water supply projects under AMRUT 2.0 has provision for SCADA system.

The Ministry of Housing Affairs (MoHUA) has also published Manual on Water Supply and Treatment Systems (Drink from Tap) in March 2024 for reference by the States/ ULBs for designing, implementation, drinking water quality and monitoring of the water supply projects, which includes guidelines for non-revenue water and its management (https://www.mohua.gov.in/static/uploads/2025/10/1086f3271a4a4ff64a70e79669ee4f2b.pdf) .

(c) AMRUT 2.0 promotes circular economy of water through development of city water balance plan for each city focusing on recycle/ reuse of treated sewage, rejuvenation of water bodies and water conservation, etc. A total of 6,017 MLD sewage treatment capacity have been created under AMRUT/ AMRUT 2.0, of which 1,457 MLD capacity has been developed for recycle/reuse. The approved projects under AMRUT 2.0 include development 6,657 MLD sewage treatment capacity (new/augmentation) of which 1,900 MLD sewage treatment capacity is for recycle/reuse.

The State of Tamil Nadu has taken up 29 sewerage / septage management projects under AMRUT 2.0 covering development of 81.51 MLD of sewerage treatment capacity of which 32.65 MLD of used water is for

reuse. Earlier under AMRUT, the State has completed 466 MLD of sewerage treatment capacity of which 90 MLD of used water is for reuse.

SHORTAGE OF AVIATION FUEL

737. SHRI KOTA SRINIVASA POOJARY:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) the extent to which domestic and international flight operations in the country have been curtailed due to shortage of aviation fuel resulting from the ongoing conflict in the Gulf region;

(b) whether the Government proposes to resume all suspended flight operations in view of the fuel crisis being resolved and if so, the details thereof including the steps taken to ensure a stable supply of Aviation Turbine Fuel (ATF); and

(c) the Government's plan and the timeline for commencement of the long-pending Mangaluru-Tirupati flight service in view of the demand from devotees and tourists?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) and (b) As informed by the Indian scheduled carriers, they have not curtailed flight operations due to shortage of aviation fuel.

(c) With the repeal of Air Corporations Act in March 1994, the Indian domestic aviation has been deregulated. It is therefore up to the airlines to provide air

services to specific places depending upon the traffic demand and commercial viability subject to compliance with the extant guidelines in this regard. Airlines plan their domestic flight schedule on a specific route/city based on market demand, commercial feasibility and their company policy.

हिसार में पेयजल संकट

738. श्री जय प्रकाशः

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार को जानकारी है कि हरियाणा के कई ग्रामीण और शहरी क्षेत्रों, विशेषकर हिसार लोक सभा निर्वाचन क्षेत्र में जल भंडारण क्षमता की कमी, नहरों की अनियमित सफाई, ग्रामीण जल-स्रोतों के खराब रखरखाव और गर्मियों के मौसम में पेयजल की कमी जैसी समस्याएँ बनी हुई हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) इन समस्याओं का समाधान करने के लिए केंद्र सरकार द्वारा राज्य सरकार के साथ मिलकर कौन से कार्यक्रम और परियोजनाएं कार्यान्वित की जा रही हैं;

(ग) क्या हिसार लोक सभा निर्वाचन क्षेत्र में जलाशयों और जल भंडारण संरचनाओं, नहरों की सफाई और आधुनिकीकरण के साथ-साथ ग्रामीण जल-स्रोतों की नियमित सफाई के लिए कोई विशेष योजना स्वीकृत की गई और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(घ) आवंटित निधि कितनी है, कार्यों की वर्तमान स्थिति क्या है और इससे लाभान्वित होने वाले गांवों की संख्या कितनी है; और

(ङ) सरकार द्वारा गर्मियों के मौसम में पेयजल की निर्बाध आपूर्ति सुनिश्चित करने के लिए उठाए जाने वाले अतिरिक्त कदम क्या हैं?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) से (ङ) पेयजल 'राज्य' का विषय है और इसलिए, जेजेएम के तहत आने वाली योजनाओं सहित पेयजल आपूर्ति योजनाओं की आयोजना, अनुमोदन, कार्यान्वयन, संचालन और रखरखाव की जिम्मेदारी राज्य/संघ राज्य क्षेत्र सरकारों की है। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्यों की मदद करती है। केंद्रीय मंत्रिमंडल ने जल जीवन मिशन (जेजेएम) के विस्तार को मंजूरी दे दी है और जेजेएम 2.0 के तहत ग्रामीण पेयजल आपूर्ति क्षेत्र में संरचनात्मक सुधारों पर ध्यान केंद्रित करते हुए एक पुनर्गठित कार्यान्वयन ढांचे को शामिल किया गया है।

जल जीवन मिशन के शुभारंभ के बाद से ग्रामीण परिवारों की नल जल तक पहुंच बढ़ाने की दिशा में हरियाणा राज्य में महत्वपूर्ण प्रगति हुई है। अगस्त 2019 में मिशन की शुरुआत के समय में, केवल 17.67 लाख (58.08%) ग्रामीण परिवारों के पास नल जल कनेक्शन होने की सूचना थी। दिनांक 20.07.2026 तक, हरियाणा के 30.41 लाख ग्रामीण परिवारों में से 30.41 लाख (100.00%) परिवारों के पास उनके घरों में नल जल कनेक्शन होने की सूचना है अर्थात् हिसार लोकसभा निर्वाचन क्षेत्र सहित हरियाणा एक हर घर जल राज्य बन गया है। (स्रोत: जेजेएम-आईएमआईएस) नल कनेक्शन का जिला/ग्राम-वार ब्यौरा पब्लिक डोमेन में उपलब्ध है और इसे नीचे दिए गए लिंक पर देखा जा सकता है:

https://ejalshakti.gov.in/jjmreport/JJMState.aspx

जेजेएम के तहत आवंटित, जारी की गई निधि और व्यय का ब्यौरा निम्नानुसार है:

(राशि करोड़ रुपए में)

वर्ष	**केन्द्रीय हिस्सा**				**राज्य के हिस्से के अंतर्गत व्यय**
	अथ शेष	**आवंटन**	**आहरित निधि**	**व्यय**	
2019-20	10.13	149.95	149.95	69.29	73.80

2020-21	90.80	289.52	72.38	130.67	120.09
2021-22	32.51	1,119.95	559.98	433.78	430.31
2022-23	158.71	1,157.44	463.00	519.77	447.46
2023-24	101.93	1,053.44	526.72	589.79	687.56
2024-25	38.86	462.03	जारी नहीं	23.68	264.80
2025-26	15.17	-	जारी नहीं	एनआर	एनआर

एनआर: संसूचित नहीं स्रोत: जेजेएम-आईएमआईएस

आबंटित निधि और उपयोग का जिला-वार ब्यौरा भारत सरकार के स्तर पर नहीं रखा जाता है।

आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) द्वारा दी गई सूचना के अनुसार, भारत सरकार अनुमोदित परियोजनाओं के माध्यम से जल आपूर्ति, सीवरेज और सेप्टेज प्रबंधन, जल निकाय कायाकल्प तथा पार्क और हरित स्थानों के क्षेत्रों में बुनियादी ढांचे के सुधार/संवर्धन के लिए अटल नवीकरण और शहरी परिवर्तन मिशन (अमृत)/अमृत 2.0 जैसी अपनी योजनाओं/मिशनों के माध्यम से राज्यों को वित्तीय और तकनीकी सहायता प्रदान करती है।

अमृत के तहत, राज्य ने हिसार में 104.93 करोड़ रुपये की 8 परियोजनाएं शुरू की हैं, जिसमें 32.91 करोड़ रुपये की 3 जल आपूर्ति परियोजनाएं शामिल हैं। अमृत 2.0 के तहत, राज्य ने हिसार जिले के तहत आने वाली यूएलबी में 187.36 करोड़ रुपये की 6 जल आपूर्ति परियोजनाएं शुरू की हैं।

राज्य सरकार ने सूचित किया है कि ग्रीष्म ऋतु के दौरान पेयजल की अस्थायी कमी बढ़ती मांग, नहर के जल की उपलब्धता में कमी अथवा विद्युत की विफलता के कारण उत्पन्न होती है और संबंधित विभागों के साथ समन्वय के माध्यम से जल की उपलब्धता बनाए रखी जाती है। राज्य ने यह भी सूचित किया है कि कार्यक्षम कच्चे पानी की आपूर्ति और पानी के अधिकृत हिस्से की प्रदायगी सुनिश्चित करने के लिए नियमित रूप से नहर का रखरखाव, गाद निकालना, सुदृढ़ीकरण तथा समय-समय पर पुनर्स्थापना कार्य किए जाते हैं।

इसके अलावा, राज्य सरकार ने यह भी सूचित किया है कि पेयजल अवसंरचना को मजबूत बनाने के लिए, सरकार ग्रामीण क्षेत्रों में जल जीवन मिशन (जेजेएम) और शहरी क्षेत्रों में अटल नवीकरण और शहरी परिवर्तन मिशन (अमृत) कार्यान्वित कर रही है। राज्य सरकार इन कार्यक्रमों के अंतर्गत पेयजल स्रोतों का संवर्धन, जल शोधन संयंत्रों का आधुनिकीकरण, जल भंडारण क्षमता में वृद्धि और पेयजल अवसंरचना के सुदृढ़ीकरण का कार्य भी कर रही है।

राज्य सरकार ग्रीष्म ऋतु के दौरान निर्बाध पेयजल आपूर्ति सुनिश्चित करने के लिए निम्नलिखित उपाय कर रही है:

(i) कच्चे पानी की पर्याप्त उपलब्धता सुनिश्चित करने के लिए सिंचाई विभाग के साथ समन्वय में प्रभावी नहर रोटेशन प्रबंधन;

(ii) वर्तमान में चल रही जल आपूर्ति परियोजनाओं को शीघ्र पूरा करना और जल शोधन संयंत्रों का इष्टतम संचालन;

(iii) पानी की कमी और गैर-राजस्व जल को कम करने के लिए जल आपूर्ति पाइपलाइनों में लीकेज की नियमित निगरानी तथा त्वरित मरम्मत;

(iv) नियमित क्लोरीनीकरण, जल गुणवत्ता की निगरानी और पेयजल प्रणालियों का निवारक रखरखाव; तथा

(v) फील्ड अधिकारियों के माध्यम से 24×7 शिकायत निवारण तंत्र को सुदृढ़ बनाना और जन शिकायतों का त्वरित निवारण करना।

जल राज्य का विषय होने के कारण, जल संसाधनों के संवर्धन, संरक्षण और कुशल प्रबंधन के लिए कदम प्राथमिक रूप से संबंधित राज्य सरकारों द्वारा उठाए जाते हैं। पेयजल आपूर्ति की दीर्घकालिक स्थिरता सुनिश्चित करने के लिए, मिशन में विशेष रूप से जल की कमी, सूखा-प्रवण और रेगिस्तानी क्षेत्रों में थोक जल अंतरण, शोधन और संवितरण अवसंरचना के सृजन के साथ-साथ पेयजल स्रोतों के विकास, सुदृढ़ीकरण और संवर्धन का प्रावधान किया गया है। राज्यों/संघ राज्य क्षेत्रों को यह भी सलाह दी गई है कि वे वीबी जी राम जी पूर्ववर्ती मनरेगा, वित्त आयोग से

सशर्त अनुदान, राज्य स्कीमों और सीएसआर पहलों जैसे कार्यक्रमों के तालमेल के माध्यम से वर्षा जल संचयन, पुनर्भरण संरचनाओं, जल निकायों के कायाकल्प और ग्रेवाटर के पुन: उपयोग जैसे स्रोत स्थिरता उपाय करें। इन प्रयासों में जल शक्ति अभियान: कैच द रेन, जल संचय जनभागीदारी, राष्ट्रीय जलभृत मानचित्रण कार्यक्रम और अटल भूजल योजना सहित राष्ट्रीय पहलों द्वारा सहायता की गई है।

PROGRESS UNDER PMKSY

739. SHRIMATI KAMALJEET SEHRAWAT:
SHRI VISHWESHWAR HEGDE KAGERI:
SHRI ASHISH DUBEY:
SHRI LUMBARAM CHOUDHARY:
CAPTAIN BRIJESH CHOWTA:
SHRI PRAVEEN PATEL:
SHRI BALABHADRA MAJHI:
SHRI CHANDRA PRAKASH JOSHI:
SHRIMATI SMITA UDAY WAGH:
SHRI AVIMANYU SETHI:
SHRI RAJKUMAR CHAHAR:
SHRI NABA CHARAN MAJHI:
SHRI JANARDAN MISHRA:
SHRI SANJAY HARIBHAU JADHAV:
SHRI ANUP SANJAY DHOTRE:
SHRI RAHUL SINGH LODHI:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) whether the Government has reviewed the progress made under Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) in creating modern food

processing infrastructure and value addition facilities and if so, the details thereof;

(b) the number of projects sanctioned, completed and the employment generated through the scheme in the country including Damoh Parliamentary Constituency of Madhya Pradesh, Jalore and Sirohi districts of Rajasthan, Dakshina Kannada district of Karnataka and Nabarangpur Parliamentary Constituency of Odisha and Jalgaon Parliamentary Constituency of Maharashtra;

(c) the steps taken to reduce post-harvest losses, promote Farmer Producer Organisations (FPOs) and to enhance farmer income;

(d) the overall impact of the said scheme on food processing capacity, exports and growth of the sector;

(e) whether any projects have been sanctioned or implemented under the scheme in Akola district and if so, the details thereof including the number of projects, amount of financial assistance sanctioned and released, employment generated, beneficiaries covered, present status of implementation and the measures taken to promote food processing industries in the district; and

(f) whether the Government proposes to establish additional food processing and agro-value-addition infrastructure in Jalgaon Lok Sabha Constituency, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a)and (b) The Ministry of Food Processing Industries (MoFPI) has been implementing the Pradhan Mantri Kisan Sampada Yojna (PMKSY), a Central Sector Umbrella Scheme, and the Government periodically reviews its progress. The scheme is aimed at creating modern food processing infrastructure and value addition facilities, strengthening the food processing sector, reducing post-harvest losses, enhancing the processing and preservation of agricultural produce, generating employment, and providing better remuneration to farmers. As on 30.06.2026, 1,735 projects have been approved under its various component schemes, of which 1,256 have been completed, creating 9.16 lakh employment opportunities across the country, including in the Damoh Parliamentary Constituency of Madhya Pradesh, the Jalore and Sirohi districts of Rajasthan, the Dakshina Kannada district of Karnataka, the Nabarangpur Parliamentary Constituency of Odisha, and the Jalgaon Parliamentary Constituency of Maharashtra. While the details of approved projects in Jalore district of Rajasthan, Dakshin Kannada district of Karnataka, and Nabarangpur Parliamentary Constituency of Odisha are given in the enclosed **Statement**, no projects have been approved in the district of Damoh and district of Sirohi as on date.

(c) The component schemes under PMKSY provide financial assistance in the form of grants-in-aid for creating modern food processing and preservation infrastructure—including cold storages and refrigerated vehicles—specifically aimed at reducing post-harvest losses and enhancing value addition. The creation of such infrastructure enhances demand for agricultural produce,

which in turn leads to better price realization and improved farmers' income. As on 30.06.2026, 1,256 projects are operational under PMKSY, benefiting about 37.76 lakh farmers.

PMKSY is a demand-driven scheme, and applications are invited from all eligible applicants, including Farmers Producing Organisations (FPOs), through Expression of Interest (EoI), with special benefits being extended to promote FPO category applicants as detailed below:

i. Grants-in-aid in the form of subsidy at 50% of the eligible project cost, as compared to 35% in general/difficult areas, and in the case of the Food Safety and Quality Assurance Infrastructure **(**FSQAI) scheme, the subsidy/grant-in-aid is at 70%, as compared to 50% in general areas;

ii. Lower equity contribution – 10% required, as against 20% for others;

iii. Lower minimum credit/loan requirement – 10% required, as against 20% for others; and

iv. Lower net-worth requirement, i.e., equal to the grant-in-aid sought, in comparison to 1.5 times for General Category applicants.

(d) Under PMKSY, as on June 2026 a total processing and preservation capacity of 294.21 Lakh Metric Tonnes /Annum has been created, boosting the growth and exports of the food processing sector.

(e) and(f) To date, no project has been approved in Akola district under PMKSY. MoFPI does not establish food processing infrastructure on its own but rather extends financial assistance for setting up such infrastructure across the country. Since PMKSY is a demand-driven scheme, applications are

invited through Expression of Interest (EoI) from all over the nation, including the Jalgaon Lok Sabha Constituency, and crucially, funds are not allocated, sanctioned, or released on a State-wise basis under any of its component schemes. All proposals received undergo scrutiny for eligibility and are evaluated according to the criteria fixed in the guidelines, after which merit-based approvals are accorded to the eligible proposals, contingent upon the availability of funds.

STATEMENT

Details of the projects approved under PMKSY as on 30.06.2026 in Dakshina Kannada district of Karnataka, Jalore district of Rajasthan, and Nabrangpur district of Odisha								
Sr.No	**Schemes**	**Project Name**	**Date of Approval**	**Project Cost**	**Approved Grant-in-aid (Rs. in Cr)**	**Released Grant-in-aid (Rs. in Cr)**	**Status**	**Employment**
Dakshin Kannada district, Karnataka								
1	Integrated Cold Chain and Value Addition Infrastructure Scheme (Cold Chain)	Ideal Icecream	05-11-2018	36.54	9.86	9.86	Operational	600
2	Integrated Cold Chain and Value Addition Infrastructure Scheme (Cold Chain)	Yashaswi Fish Meal & Oil Company	12-11-2018	73.05	10.00	10.00	Operational	600
3	Integrated Cold Chain and Value Addition Infrastructure Scheme (Cold Chain)	PROVIT FOODS PVT LTD	29-02-2024	55.40	9.91	0.00	Under Implementation	600
4	Creation / Expansion of Food Processing & Preservation Capacities Scheme (CEFPPC)	M/s The Central Arecaut & Cocoa Marketing &	13-03-2026	12.0454	4.22	0.00	Under Implementation	313

		Processing Co-operative Ltd						
5	Research & Development	Production of n-3 Polyunsaturated Fatty Acids Concentrate from Sardine Oil (NIT, Mangalore)	2012-13	0.4679	0.47	0.40	Completed	Nil
6	Research&Development	Reverse Micellar Extraction of Lactoferrin from Whey: Continuous Process (NIT, Mangalore)	2013-14	0.376	0.38	0.32	Completed	Nil
Jalore district, Rajasthan								
7	Infrastructure for Agro-Processing Clusters Scheme (APC)	M/s Garuda Urban Remedies Limited	10.11.2022	38.65	10.00	3.33	Under Implementation	1275
Nabrangpur district, Odisha								
8	Infrastructure for Agro-Processing Clusters Scheme (APC)	M/s Vijaya Nagar Biotech Private Limited	10.11.2022	50.524	10.00	9.77	Completed	1667

9	Creation / Expansion of Food Processing & Preservation Capacities Scheme (CEFPPC)	M/s Vijaynagar Biotech Private Limited (Unit 1) (681)	29-02-2024	8.03	3.88	3.88	Completed	512
10	Creation / Expansion of Food Processing & Preservation Capacities Scheme (CEFPPC)	M/s Vijaynagar Biotech Private Limited (Unit 3) (690)	29-02-2024	7.11	3.52	3.46	Completed	520
11	Creation / Expansion of Food Processing & Preservation Capacities Scheme (CEFPPC)	M/s Vijaynagar Biotech Private Limited (Unit 4)(683)	29-02-2024	4.25	2.10	2.10	Completed	520
12	Creation / Expansion of Food Processing & Preservation Capacities Scheme (CEFPPC)	M/s Vijaynagar Biotech Private Limited (Unit-5)(684)	29-02-2024	4.23	2.08	2.05	Completed	520
13	Creation / Expansion of Food Processing & Preservation Capacities Scheme (CEFPPC)	M/s Vijaynagar Biotech Private Limited (Unit 2) (682)	29-02-2024	4.15	2.04	2.04	Completed	510

दौसा जिले पर ग्रीनफील्ड एक्सप्रेसवे के संरेखण का प्रभाव

740. श्री मुरारी लाल मीना:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को जानकारी है कि राजस्थान के दौसा जिले की लालसोट और बामनवास तहसीलों में प्रस्तावित ग्रीनफील्ड एक्सप्रेसवे (भरतपुर-ब्यावर) का सर्वेक्षण/संरेखण बिनोरी सागर और दक्षिण सागर बांधों के जलग्रहण क्षेत्र को प्रभावित कर सकता है, जिसके संबंध में स्थानीय जन-प्रतिनिधियों और ग्राम पंचायतों ने आपत्तियां और ज्ञापन सौंपे हैं, और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने प्रस्तावित संरेखण के संभावित पर्यावरणीय, सामाजिक और जल संसाधन प्रभावों के संबंध में कोई तकनीकी अध्ययन करवाया है, और यदि हां, तो इसके मुख्य निष्कर्ष क्या हैं;

(ग) क्या सरकार संभावित प्रभाव और उक्त बांधों की जल धारण क्षमता, लगभग पांच लाख लोगों और पशुधन की पेयजल आवश्यकताओं को ध्यान में रखते हुए किसी वैकल्पिक संरेखण पर विचारण करने का विचार है; और

(घ) यदि हां, तो इस संबंध में अब तक क्या कार्रवाई की गई है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) भरतपुर-ब्यावर ग्रीनफील्ड एक्सप्रेसवे के विकास के लिए सरकार द्वारा ऐसा कोई प्रस्ताव प्रस्तावित नहीं किया गया है।

(ख) से (घ) भाग (क) के उत्तर के आलोक में प्रश्न नही उठता।

ROUTES UNDER UDAN SCHEME

741. SHRI KARTI P. CHIDAMBARAM:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) the number of routes operational under the UDAN Scheme as on date along with the number of routes discontinued due to lack of viability since its inception, State/UT-wise;

(b) the details of the total Viability Gap Funding disbursed to airline operators under the said Scheme during the last three years;

(c) whether the Government has evaluated the impact of UDAN on air connectivity to Tier-II and Tier-III cities and if so, the key findings thereof;

(d) the steps being taken to ensure the sustained profitability of regional routes without continued subsidy dependence; and

(e) the timeline fixed for extending UDAN to hilly and North Eastern States currently underserved by air connectivity?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) and (b) Since inception of the Regional Connectivity Scheme (RCS)-UDAN, 679 RCS routes have been operationalised, out of which 348 routes are presently operational. The State/UT-wise details of routes that were discontinued before completion of the RCS tenure and are currently non-operational due to various reasons are given in the enclosed **Statement**. The total VGF disbursed to airlines during FY 2023-24, FY 2024-25 and FY 2025-26 was Rs. 807.02 crore, Rs. 628.42 crore, and Rs. 738.13 crore(provisional), respectively.

(c) The impact of the UDAN Scheme has been evaluated through the following studies:

i. The report "The Regional Connectivity Scheme UDAN - Progress and Prospects" by the Indian School of Business (ISB), (2021-22)

ii. The mid-term appraisal for the Scheme "Evaluation Study of Regional Connectivity Scheme" by DMEO NITI Aayog (2023-24)

(d) and (e) The next phase of the UDAN Scheme was launched on 04.07.2026, and is being implemented from FY 2026-27 to FY 2035-36 with an outlay of Rs. 28,840 crore, including Rs. 3,661 crore for development of 200 heliports in Hilly, North-Eastern and Aspirational (HINER) States/districts. To ensure self-sustainability of UDAN routes over time without perpetual dependence on financial support, the Scheme incorporates a longer VGF mechanism extending up to five years, progressively tapered to enable airlines to transition towards commercially sustainable operations, while UDAN airfares are capped for seats supported through VGF to ensure affordability.

STATEMENT

State/UT-wise Number of Discontinued RCS Routes before completion of tenure

S. No.	State/UT	No. of Discontinued RCS Routes
1	Andhra Pradesh	3
2	Arunachal Pradesh	3
3	Assam	15
4	Bihar	3

5	Chhattisgarh	4
6	Delhi (UT)	2
7	Gujarat	11
8	Haryana	2
9	Himachal Pradesh	5
10	Jammu & Kashmir (UT)	1
11	Jharkhand	3
12	Karnataka	12
13	Madhya Pradesh	14
14	Maharashtra	5
15	Manipur	1
16	Meghalaya	2
17	Odisha	1
18	Punjab	7
19	Rajasthan	11
20	Sikkim	1
21	Tamil Nadu	2
22	Telangana	3
23	Uttar Pradesh	34
24	Uttarakhand	17
25	West Bengal	3

एससीएम और अमृत के लिए बजटीय प्रावधान

742. डॉ. राजीव भारद्वाजः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने स्मार्ट सिटीज़ मिशन (एससीएम) और कायाकल्प और शहरी परिवर्तन के लिए अटल मिशन (अमृत) के अंतर्गत लंबित परियोजनाओं को पूरा करने के लिए कोई विशेष बजट प्रावधान किया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(ख) सरकार द्वारा आवंटित ऐसे विशेष बजट को केंद्र सरकार और राज्य सरकारों के बीच किस अनुपात में साझा किए जाने की संभावना है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):
(क) जी, नहीं।

(ख) प्रश्न नहीं उठता।

SUPPORT TO MSMEs

743. SHRI BAPI HALDAR:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether the Ministry has extended targeted support to fishing, boat-making, mat-weaving and betel-leaf (paan) cultivation-based Micro, Small and Medium Enterprises (MSMEs) in Mathurapur Lok Sabha constituency in West Bengal and if so, the details thereof;

(b) the number of MSMEs registered in Mathurapur Lok Sabha constituency and the extent of credit disbursal under Prime Minister's Employment Generation Programme (PMEGP) or MUDRA schemes;

(c) whether the Government has considered launching a coastal enterprise promotion scheme for Sundarbans-based women entrepreneurs and fisherfolk and if so, the details thereof; and

(d) whether any start-up or innovation hubs are proposed for rural youth in Mathurapur under the MSME Innovation Scheme and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) PM Vishwakarma scheme was launched on 17.09.2023 to provide end-to-end holistic support to artisans and craftspeople of 18 traditional trades who work with their hands and tools. The scheme covers 18 trades, namely Carpenter, Boat Maker, Armourer, Metal Artisan, Tool Kit Maker, Locksmith, Goldsmith, Potter, Sculptor/Stone Worker, Cobbler/Footwear Artisan, Mason, Basket/Mat/Broom Maker, Toy Maker (Traditional), Barber, Garland Maker, Washerman, Tailor and Fishing Net Maker.

The implementation of PM Vishwakarma has commenced in the State of West Bengal including the Mathurapur Lok Sabha constituency following the issuance of a notification by the Government of West Bengal constituting the State Monitoring Committee and District Implementation Committees on 14.05.2026 for the roll-out of the Scheme in the State.

(b) 4,95,627 number of Micro, Small and Medium Enterprises (MSMEs) have been registered on UDYAM during 01.07.2020 to 30.06.2026 in Mathurapur Lok Sabha constituency located within the South 24 Parganas district of West Bengal.

Under PMEGP, 708 number of micro enterprises have been assisted during the last five years i.e. FY 2021-22 to FY 2025-26 with Margin Money (MM) Subsidy of Rs. 25.82 crore for generation of sustainable employment

opportunities to around 6,372 persons in Mathurapur Lok Sabha constituency located within the South 24 Parganas district of West Bengal.

Additionally, under Pradhan Mantri Mudra Yojana (PMMY), a total of 5.82 crore loans amounting to Rs. 3.55 lakh crore have been disbursed since inception i.e. 08.04.2015 till 26.06.2026 in the State of West Bengal.

(c) No proposal is under the consideration of this Ministry for launching a coastal enterprise promotion scheme for Sundarbans-based women entrepreneurs and fisherfolk. However, the Government has undertaken the following initiatives for potential women beneficiaries throughout the country including Sundarbans-based women entrepreneurs and fisherfolk:

i. **Udyam Registration Portal (UR) and Udyam Assist Portal (UAP):** women owned enterprises registered are eligible to avail benefits under various schemes of the Ministry including access to Priority Sector Lending.

ii. **Public Procurement Policy for MSEs:** Central Ministries and CPSEs are mandated to procure atleast 3% of their annual procurement from women owned Micro and Small Enterprises, thereby facilitating market access.

iii. **Credit Guarantee Scheme for Micro and Small Enterprises (CGTMSE):** women owned Micro and Small Enterprises are eligible for enhanced guarantee coverage of upto 90% (as against 75% for others) and a 10% concession in the annual guarantee fee.

iv. **PMEGP:** Women beneficiaries are categorized under Special Category and eligible for a higher Margin Money (MM) Subsidy rate of upto 35% and lower own contribution of 5% of project cost, compared to 25% MM Subsidy rate and 10% own contribution of project cost for beneficiaries under General category.

v. **Skill Upgradation and Mahila Coir Yojana**: Women artisans engaged in the coir sector are provided with skill upgradation training under the Coir Vikas Yojana to enhance their employability and entrepreneurial capabilities.

vi. **Procurement and Marketing Support (PMS) Scheme:** women entrepreneurs are provided financial assistance of upto 100% of the admissible expenditure for participation in domestic trade fairs, compared to 80% for other entrepreneurs.

vii. **PM Vishwakarma Scheme:** women artisans engaged in any of the 18 notified trades are eligible for benefits including skill training, toolkit incentive, collateral free credit support, incentive for digital transactions and marketing support.

viii. **Yashasvini Campaign:** Ministry undertakes awareness, handholding, mentorship and capacity building activities to facilitate access of existing and aspiring women entrepreneurs to various Government schemes and institutional support.

(d) The Incubation Component of the MSME Innovative Scheme of the Ministry of MSME is aimed at promoting innovation, support new ideas, and

facilitate the transformation of concepts into viable business ventures. It plays a crucial role in strengthening the MSME and thus, start-up ecosystem by nurturing early-stage ideas. It supports the process of incubation through Host Institutes (HI), which are academic institutions and Innovation centers acting as Business Incubators (BI) across the country. Currently, there are 23 Host Institutes (HI) in West Bengal and each approved idea is eligible for financial support of up to a maximum amount of Rs. 15 lakh.

FUNCTIONAL HOUSEHOLD TAP CONNECTIONS UNDER JJM IN BARMER DISTRICT

744. SHRI UMMEDA RAM BENIWAL:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the number of Functional Household Tap Connections reported under the Jal Jeevan Mission (JJM) in Barmer district along with the number of such connections currently delivering water at the prescribed norm of fifty-five litres per capita per day on a regular basis and the details of connections found non-functional or delivering no water during any assessment conducted in the district;

(b) the total number of tap connections reported and the number of functionally verified connections in Rajasthan keeping in view that Rajasthan is one of the States where JJM targets remain incomplete as of 2026 and the details of villages certified as Har Ghar Jal despite such connections not delivering regular water supply; and

(c) whether the Government proposes to introduce mandatory independent functionality verification before certifying any village as Har Ghar Jal in view of the Government's Functionality Assessment, 2024 which found that only seventy-six per cent of households with tap connections nationally receive water meeting basic standards, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) to (c) To enable every rural household in the country, including those in Barmer district of Rajasthan, to have assured potable water, in adequate quantity of prescribed quality on regular and long-term basis, through tap water connections, since August 2019, Government of India in partnership with States/UTs, is implementing Jal Jeevan Mission (JJM) - Har Ghar Jal.

At the start of the Mission, around 11.74 lakh (10.91%) rural households were reported to have tap water connections in Rajasthan. So far, as reported by the State, around 51.89 lakh rural households have been provided with tap water connections under JJM. Thus, as on 18.07.2026, out of 107.65 lakh rural households in the State, around 63.63 lakh (59.10%) households are reported to have tap water supply in their homes. As on date, out of 42,327 villages in State, 6,147 are certified as Har Ghar Jal.

Similarly, at the start of the Mission, around 0.06 lakh (2.28%) rural households were reported to have tap water connections in Barmer district of

Rajasthan. So far, as reported by the State, around 0.52 lakh rural households have been provided with tap water connections under JJM. Thus, as on 18.07.2026, out of 2.73 lakh rural households in the district, more than 0.58 lakh (21.37%) households are reported to have tap water supply in their homes.

The Operational Guidelines of JJM 2.0 envisages detailed verification and certification process for declaring a village as Har Ghar Jal. A village is considered for certification only after completion of all water supply schemes covering all households and public institutions. Before certification, the scheme is required to undergo a mandatory trial run of at least 15 days to ensure reliable and sustained water supply, followed by formal commissioning and handover to the Gram Panchayat through a Jal Arpan ceremony. Thereafter, the Gram Panchayat convenes a Gram Sabha in the presence of a representative of the District Water & Sanitation Mission (DWSM) to pass a resolution certifying that all households, public institutions and eligible habitations have been provided with functional tap water connections and access to safe drinking water as per the prescribed norms. The resolution, along with a brief video recording of the Gram Sabha proceedings, is uploaded on the JJM Dashboard and only thereafter is the village marked as Har Ghar Jal Certified in the JJM-IMIS.

AVAILABILITY OF E-20 PETROL FOR NON-COMPATIBLE VEHICLES

745. SHRI SHAHU SHAHAJI CHHATRAPATI:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has made the sale of twenty per cent ethanol-blended petrol (E20) mandatory for all public and private fuel retailers across the country, thereby effectively phasing out E-10 and unblended petrol, if so, the details thereof;

(b) whether private oil marketing companies or specific retail outlets are permitted any exemption to sell lower ethanol-blended petrol to consumers whose vehicles are not E-20 compliant, if so, the details thereof;

(c) whether the Government has taken cognizance of reports regarding accelerated engine wear, reduced fuel efficiency and subsequent motor insurance claim disputes relating to older vehicles using E-20 fuel, if so, the details thereof; and

(d) the steps being taken by the Government to ensure that fuel compatibility options remain accessible for the millions of non-compatible two-wheelers and passenger vehicles currently on the road?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) and (b) In accordance with the Government's policy for implementation of the Ethanol Blended Petrol (EBP) Programme, Oil Marketing Companies have been directed to supply Ethanol Blended Motor Spirit containing up to 20%

ethanol, conforming to the relevant Bureau of Indian Standards (BIS) specifications, across all States and Union Territories.

Further, with effect from 1 April 2026, Ethanol Blended Motor Spirit with a minimum Research Octane Number (RON) of 95 has been notified under the relevant statutory provisions.

(c) The Ethanol Blended Petrol (EBP) Programme has been implemented through a phased, scientifically validated and consultative process involving NITI Aayog, automobile manufacturers, Oil Marketing Companies (OMCs), Automotive Research Association of India (ARAI), Society of Indian Automobile Manufacturers (SIAM), Indian Institute of Petroleum (IIP) and other technical institutions.

Ethanol is not a new fuel. It has been used globally for over a century, with countries such as Brazil operating higher ethanol blends for decades. In India, the Ethanol Blended Petrol (EBP) Programme commenced with a pilot in 2001, E5 was introduced in 2006, and although blending remained around 1.53% in 2013-14, it has since been increased progressively in a calibrated manner after creating the necessary production capacity, infrastructure and regulatory framework.

The rollout of higher ethanol blends was undertaken only after extensive consultation with automobile manufacturers, SIAM, ARAI, component manufacturers, testing agencies and Oil Marketing Companies (OMCs).

The Government has not received any widespread or substantiated complaints from vehicle manufacturers, automobile associations or consumer

organisations regarding the use of E20 petrol with respect to fuel efficiency, engine performance, maintenance costs and the overall driving experience. The Government has, however, taken note of certain concerns raised in media and social media, which have been scientifically examined.

Extensive laboratory studies and field trials conducted by ARAI, SIAM, IOCL, IIP and automobile manufacturers covering parameters such as engine durability, drivability, startability, corrosion resistance, material compatibility, emissions and fuel efficiency have confirmed that E20 is safe for use under prescribed standards.

These studies also established that legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear due to E20. These extensive laboratory studies, field validation and real-world operating experience have not established any widespread adverse impact on vehicle performance due to E20 fuel.

The Government's assessment is based not only on laboratory research but also on large-scale experience after nationwide implementation. India witnesses approximately 8 crore vehicles visiting retail outlets every day (around 80% petrol vehicles).

This is evident from the fact that E15+ blended petrol has been in widespread use for over three-and-a-half years and E19-E20 fuel for over two-and-a-half years. More than 20 crore two-wheelers and over 3 crore petrol cars have been operating on these blends without any verified evidence of widespread engine failure or vehicle breakdown attributable to ethanol

blending. Manufacturer service data confirm that there is no abnormal corrosion, wear or reduction in vehicle life due to E20 fuel. Manufacturers continue to honour warranty obligations for vehicles using E20 fuel, providing further confidence in its safety and reliability.

A leading OEM serviced 2.84 crore vehicles during FY 2025-26, including approximately 1.5 crore vehicles that were not originally certified as E20-compatible, and reported no E20-linked corrosion, abnormal wear or reduction in component life. A leading 2-wheeler company has reported similar field experience. One OEM recently stated that data from 1.4 crore E20-operated vehicles tracked over an extended period showed no evidence of ethanol-induced corrosion. ARAI reaffirmed that vehicles undergo rigorous international-standard validation before reaching consumers.

With regard to mileage, studies by Government agencies and automobile manufacturers indicate that fuel efficiency is influenced by several factors, including driving conditions, driving habits and vehicle maintenance. Any reduction in fuel economy in certain E10-designed vehicles is generally limited to about 3-5%, while E20 offers a higher-octane rating, superior anti-knock characteristics, cleaner combustion and smoother engine performance.

Automobile manufacturers, component suppliers, SIAM, ARAI, testing agencies and Oil Marketing Companies were associated with every stage of the scientific evaluation and phased rollout of E20. E20 was rolled out only after successful validation of fuel systems, engine durability, drivability, reasonable material compatibility and emissions performance. These studies

also established that legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear due to E20.

According to SIAM and ARAI, E20 improves acceleration and ride quality while reducing carbon emissions. Ethanol's higher-octane number supports modern high-compression engines and its higher heat of vaporisation improves combustion efficiency.

The transition to E20 has also delivered significant national benefits. The Ethanol Blended Petrol Programme has saved over ₹1.97 lakh crore in foreign exchange, substituted nearly 316 lakh metric tonnes of crude oil, reduced around 952 lakh metric tonnes of CO_2 emissions and transferred over ₹1.66 lakh crore to farmers.

(d) The Government's policy is to progressively transition towards cleaner, more efficient and environmentally sustainable fuels in line with the National Policy on Biofuels and India's energy security and emission reduction objectives.

The transition to E20 has been phased, consultative and scientifically validated, following extensive consultations with automobile manufacturers, ARAI, SIAM, Oil Marketing Companies and other stakeholders. Material compatibility, engine durability, fuel systems, drivability, emissions and performance were comprehensively evaluated before rollout.

Having been scientifically validated and accepted by the automobile industry after extensive testing, there is no proposal to revert to E0/E10 petrol.

The objective of public policy is to move forward with a superior fuel, not return to an inferior standard.

Maintaining parallel nationwide supply chains for E0, E10 and E20 petrol across more than one lakh retail outlets would significantly increase logistics complexity, inventory and handling costs. Public policy must balance consumer convenience with energy security, environmental sustainability and farmer welfare.

Once a cleaner and scientifically validated fuel has been adopted, the objective is to move forward with better technology, not revert to an inferior standard.

जेडईडी 2.0 योजना में नए संशोधन

746. श्री निलेश ज्ञानदेव लंके:
श्री संदिपनराव आसाराम भुमरे:
श्री ज्ञानेश्वर पाटील:
डॉ. शिवाजी बंडाप्पा कालगे:

क्या **सूक्ष्म, लघु और मध्यम उद्यम** मंत्री यह बताने की कृपा करेंगे कि:

(क) जेडईडी 2.0 योजना में नए परिवर्तन कार्यान्वित होने के बाद महाराष्ट्र और मध्य प्रदेश के जिलों में पंजीकृत सूक्ष्म, लघु और मध्यम उद्यमों (एमएसएमई) की कुल संख्या कितनी है और तत्संबंधी ब्यौरा क्या है;

(ख) उक्त जिलों में प्रमाणीकरण की लागत में 20 प्रतिशत की कमी के अंतर्गत ब्रॉन्ज, सिल्वर और गोल्ड प्रमाणीकरण स्तर सफलतापूर्वक प्राप्त करने वाले एमएसएमई की संख्या कितनी है; और

(ग) क्या सरकार ने बहुविधि परीक्षण प्रणाली और उत्पाद प्रमाणीकरण के लिए उपलब्ध वित्तीय सहायता के बारे में कोई विशेष जागरूकता कार्यक्रम आयोजित किया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) और (ख) जेड 2.0 में नए संशोधन क्रिर्यान्वित होने के बाद महाराष्ट्र और मध्य प्रदेश के जिलों में पंजीकृत सूक्ष्म, लघु और मध्यम उद्यमों (एमएसएमई) का ब्यौरा और कुल संख्या एवं उक्त जिलों में ऐसे एमएसएमई की संख्या, जिन्होंने प्रमाणन लागत में 20 प्रतिशत की कमी की नीति के अतर्गत कांस्य, रजत और स्वर्ण प्रमाणन स्तर प्राप्त कर लिए हैं, संलग्न **विवरण** में दिया गया है।

(ग) सरकार ने विशेष रूप से बहु परीक्षण प्रणाली या उत्पाद प्रमाणन के लिए वित्तीय सहायता पर कोई विशेष जागरूकता कार्यक्रम आयोजित नहीं किया है। यद्यपि बहु परीक्षण/प्रणाली/उत्पाद प्रमाणन और स्कीम के अंतर्गत उपलब्ध वित्तीय सहायता संबंधी जानकारी सोशल मीडिया सहित वेबिनार, डोर-टू-डोर आउटरीच, जागरूकता अभियान और देश भर में अन्य आउटरीच क्रियाकलापों के माध्यम से प्रसारित की जाती है।

विवरण

जेड 2.0 में नए संशोधन क्रिर्यान्वित होने के बाद महाराष्ट्र और मध्य प्रदेश के जिलों में पंजीकृत और कांस्य, रजत और स्वर्ण प्रमाणन स्तर प्राप्त करने वाले सूक्ष्म, लघु और मध्यम उद्यमों (एमएसएमई) का ब्यौरा

महाराष्ट्र

क्र. सं.	जिला	पंजीकरण	कांस्य	रजत	स्वर्ण
1	अहमदनगर	829	612	4	2
2	अकोला	126	61	13	0
3	अमरावती	222	123	3	0

4	औरंगाबाद	2154	1775	65	30
5	बीड	92	46	0	1
6	भंडारा	236	159	1	0
7	बुलढाणा	70	13	3	0
8	चंद्रपुर	33	1	0	0
9	धुले	471	398	1	0
10	गढ़चिरौली	5	0	0	0
11	गोंदिया	127	85	0	0
12	हिंगोली	20	0	0	0
13	जलगांव	512	317	1	1
14	जालना	204	146	0	2
15	कोल्हापुर	10537	9055	37	42
16	लातूर	232	145	0	0
17	मुंबई	382	134	1	1
18	मुंबई उपनगरीय	341	101	11	4
19	नागपुर	439	190	29	8
20	नांदेड़	80	33	0	0
21	नंदुरबार	43	11	0	4
22	नाशिक	17185	14387	361	151
23	उस्मानाबाद	85	44	0	0
24	पालघर	379	136	8	6
25	परभणी	21	1	1	1
26	पुणे	11313	9013	344	80
27	रायगढ़	234	93	3	2
28	रत्नागिरी	80	37	2	0
29	सांगली	887	688	8	0
30	सतारा	420	209	17	9
31	सिंधुदुर्ग	19	0	0	0
32	सोलापुर	529	249	5	2
33	ठाणे	2227	1425	44	18
34	वर्धा	279	119	2	1
35	वाशिम	26	10	4	0

36	यवतमाल	99	38	0	1
कुल		**50938**	**39854**	**968**	**366**

मध्य प्रदेश

क्र. सं.	जिला	पंजीकरण	कांस्य	रजत	स्वर्ण
1	अगर मालवा	36	28	0	0
2	अलीराजपुर	14	10	0	0
3	अनूपपुर	20	6	0	0
4	अशोकनगर	2892	2385	0	0
5	बालाघाट	519	302	2	4
6	बरवानी	19	6	1	0
7	बैतूल	325	194	9	0
8	भिंड	83	58	0	0
9	भोपाल	1087	712	36	6
10	बुरहानपुर	1736	1559	1	0
11	छतरपुर	400	307	1	0
12	छिंदवाड़ा	376	213	4	2
13	दमोह	42	9	0	0
14	दतिया	82	37	0	0
15	देवास	456	191	19	0
16	धार	265	169	19	3
17	डिंडोरी	24	8	0	0
18	पूर्वी निमाड़	14	0	0	0
19	गुना	60	35	0	0
20	ग्वालियर	738	485	6	1
21	हरदा	52	32	0	0
22	होशंगाबाद	177	124	1	0
23	इंदौर	2553	1804	146	21
24	जबलपुर	593	398	2	1
25	झाबुआ	57	42	0	0
26	कटनी	56	18	0	0
27	खरगोन	626	521	4	3

28	मैहर	12	8	0	0
29	मांडला	24	5	0	0
30	मंदसौर	98	77	1	0
31	मऊगंज	2	0	0	0
32	मुरैना	64	30	2	0
33	नरसिंहपुर	78	49	0	0
34	नीमच	133	118	0	1
35	निवारी	102	90	0	0
36	पांधुर्ना	213	186	1	0
37	पन्ना	31	14	0	0
38	रायसेन	153	104	2	5
39	राजगढ़	235	131	2	0
40	रतलाम	59	43	9	0
41	रीवा	43	12	0	0
42	सागर	276	179	2	0
43	सतना	356	231	0	0
44	सिहोर	156	105	3	3
45	सिवनी	424	277	0	0
46	शहडोल	25	5	0	0
47	शाजापुर	112	83	0	0
48	शिवपुर	11	10	0	0
49	शिवपुरी	216	155	0	0
50	सीधी	6	2	0	0
51	सिंगरौली	21	2	0	0
52	टीकमगढ	188	144	0	0
53	उज्जैन	213	112	4	4
54	उमरिया	24	11	0	0
55	विदिशा	90	46	0	0
कुल		**16667**	**11882**	**277**	**54**

DEVELOPMENT OF MSME CLUSTERS

747. SHRI D. M. KATHIR ANAND:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be leased to state:

(a) whether the Government has reviewed the performance, challenges and growth potential of Micro, Small and Medium Enterprises (MSMEs) clusters functioning in Vellore district of Tamil Nadu, particularly those engaged in leather products, engineering goods and allied manufacturing activities and their contribution to employment and local industrial development and if so, the details thereof,

(b) the findings of assessments conducted regarding infrastructure gaps, technology adoption, market access, credit availability, skill requirements and competitiveness of MSMEs in the district;

(c) the initiatives implemented and proposed to be implemented for strengthening cluster infrastructure, facilitating digitalisation, technology upgradation, market linkages and productivity improvement of MSMEs;

(d) the details of funds approved, released and utilised under various MSME schemes from 2017-18 onwards, scheme-wise and year-wise; and

(e) the outcomes achieved in terms of enterprise growth, employment generation, exports, investment mobilisation and expansion of MSME activities in Vellore district?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (c) The Micro and Small Enterprises-Cluster Development Programme (MSE-CDP) scheme is demand-driven Central Sector Scheme and proposals recommended by State Governments are considered for assistance as per the extant guidelines of the scheme.

The proposals received from State Government are appraised with reference to Challenges faced, infrastructure requirements, technology upgradation requirements, common facilities requirements, productivity improvement requirements, quality improvement requirements and testing facilities requirements etc in the cluster before it is considered for approval.

Under MSE-CDP, One CFC in Engineering Cluster at district Vellore has been completed. In addition, four Infrastructure Development projects in Vellore district have also been completed.

(d) The details of funds approved, released and utilised under MSE-CDP 2017-18 onwards is as under:

Year	**(Rs in Crore)**
2017	18 157.11
2018	19 172.73
2019	20 226.33
2020	21 116.28
2021	22 135.59
2022	23 119.54
2023	24 178.96

2024	25 291.62
2025	26 299.941

(e) As per the Evaluation Study conducted by the National Productivity Council (NPC), the MSE-CDP has contributed to improvement in productivity, quality, technology adoption and competitiveness of Micro and Small Enterprises through creation of common facilities and infrastructure. The Scheme has also facilitated value addition, employment generation and enhanced market access for beneficiary enterprises. The impact varies across clusters depending upon the nature of the project and utilization of the facilities created.

FOOD PROCESSING UNITS SANCTIONED FOR WARANGAL

748. DR. KADIYAM KAVYA:

Will the Minister of ***FOOD PROCESSING INDUSTRIES*** be pleased to state:

(a) the details of food processing units sanctioned in Warangal district under the Pradhan Mantri Formalisation of Micro Food Processing Enterprises (PMFME) scheme and other schemes of the Ministry during the last three years, scheme-wise;

(b) the number of units approved, established and made operational, along with the financial assistance sanctioned and released therefor; and

(c) the details of employment generated through these units and the steps taken by the Government to promote food processing industries and value addition to agricultural produce in Warangal district?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) to (c) The Ministry of Food Processing Industries (MoFPI) is promoting the overall development of the food-processing sector, through its flagship schemes namely the Pradhan Mantri Formalisation of Micro Food Processing Enterprises (PMFME) Scheme, Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) and the Production Linked Incentive Scheme for Food Processing Industry (PLISFPI).

The details of food processing units Sanctioned, Operational, Project Cost and Subsidy approved along with employment generated in Warangal district under the various schemes of the Ministry during the last three years, scheme-wise are given in the enclosed **Statement**.

To promote food processing industries and value addition to agricultural produce in Warangal district, the PMFME Scheme provides financial, technical and business support through 35% credit-linked capital subsidy, Seed Capital support to SHG members, Capacity Building, Common Infrastructure, and Branding & Marketing assistance.

PMKSY is a Central Sector umbrella scheme aimed at creating modern food processing and preservation infrastructure, minimizing post-harvest

losses, adding value to agricultural produce and enhancing farmers' income. PMKSY is demand driven in nature and applications are invited through Expression of Interest (EoI) from all over India including Warangal district. The funds are not allocated/sanctioned/released State-wise under any of the component schemes of PMKSY. The proposals received are scrutinized for their eligibility and evaluated based on the criteria fixed as per the extant scheme guidelines. Merit based approvals are given to the eligible proposals based on availability of funds

PLISFPI is, inter alia, intended to support creation of global food manufacturing champions and support Indian brands of food products in international market. The Scheme is operational for a period from 2021-22 to 2026-27 with an outlay of Rs. 10,900 crores. However, no projects have been sanctioned under PLISFPI, in Warangal district of Telangana.

Ministry promotes the food processing sector and value addition to agricultural produce through creation of modern processing infrastructure and efficient supply chain management from farm gate to retail outlet. The interventions support development of storage, transportation, processing, value addition and other post-harvest infrastructure, thereby reducing post-harvest losses and wastage of agricultural produce, enhancing processing levels and productivity, improving value realisation for farmers, and increasing the competitiveness and export potential of processed food products.

STATEMENT

Scheme-wise details of food processing units sanctioned, operational, project cost and subsidy approved along with employment generated in Warangal district

Schemes	No. of Projects sanctioned	No. of Projects operational	Project Cost (Rs. In cr.)	Approved Subsidy (Rs. In Cr.)	Employment Generated
PMFME	147	171*	18.91	4.15	549
PMKSY	1	0	40.85	5.00	1062
PLISFPI	0	0	0	0	0

***** The Projects sanctioned before the last 03 years which become operational during the last three years have also been taken into consideration.

DRINKING WATER SUPPLY IN PERAMBALUR

749. SHRI ARUN NEHRU:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government is aware of the severe and prolonged shortage of drinking water in villages such as V. Kalathur in Veppanthattai Taluk and in Perambalur Municipality (21 wards) falling under Perambalur Lok Sabha Constituency leading to public protests and road blockades and if so, the details thereof;

(b) the present status of drinking water supply in the said areas;

(c) the present status and expected timeline for completion of the Combined Water Supply Scheme (CWSS) from the Kollidam River for which Rupees 366.50 crore has been allocated; and

(d) the steps taken to provide immediate relief through water tankers and other alternative arrangements until the scheme becomes fully operational?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) to (d) To enable every rural household in the country, including those in Perambalur Lok Sabha Constituency, to have assured potable water, in adequate quantity of prescribed quality on regular and long-term basis, through tap water connection, since August 2019, Government of India in partnership with States, has been implementing Jal Jeevan Mission (JJM) - Har Ghar Jal.

At the start of the Mission, around 0.06 lakh (2.28%) rural households were reported to have tap water connections in Perambalur district of Tamil Nadu. So far, as reported by the State, around 0.52 lakh rural households have been provided with tap water connections under JJM. Thus, as on 18.07.2026, out of 2.73 lakh rural households in the district, more than 0.58 lakh (21.37%) households are reported to have tap water supply in their homes. Moreover, as reported by the State, V. Kalathur Gram Panchayat in Veppanthattai block of Perambalur district have already achieved Har Ghar Jal status i.e. 100% households have tap water supply in their homes.

As drinking water being a state subject, under JJM, responsibilities for planning, approval, implementation, operation and maintenance of drinking water supply schemes lie with State/ UT governments. The details of villages being provided drinking water through water tankers are maintained at state government level.

As informed by Ministry of Housing and Urban Affairs (MoHUA), it provides financial and technical support to the States through its schemes/ Missions such as Atal Mission for Rejuvenation and Urban Transformation 2.0 (AMRUT 2.0) for improvement/ augmentation of basic infrastructure in the sectors of water supply, sewerage and septage management, water body rejuvenation and parks and green spaces through approved projects.

AMRUT 2.0 is launched in the year 2021 in all Urban Local Bodies (ULBs)/ cities, enabling the cities to become 'self-reliant' and 'water secure'. Providing universal coverage of sewerage and septage management in 500 AMRUT cities is one of the major focus areas of AMRUT 2.0. Rejuvenation of water bodies and development of green spaces and parks are other components of the mission. Under the Mission, States/ Union Territories (UTs) are empowered to select, appraise, prioritize and implement projects.

Under AMRUT 2.0, the State of Tamil Nadu has taken up 3 projects worth ₹374.22 crore (including operation and Maintenance cost) in Perambalur Municipality, which includes 1 water supply project worth ₹373.93 crore, 1 water body rejuvenation project worth ₹0.11 crore and 1 park project worth ₹0.18 crore.

As per the progress reported by the State on AMRUT 2.0 portal, as on 09.07.2026, the water supply project titled 'Combined Water Supply Scheme to Perambalur Municipality and State Industries Promotion Corporation of Tamil Nadu (SIPCOT) Industrial Complex located at Erayur and Padalur in Perambalur District with River Kollidam as source' is 92% physically completed.

जल सुरक्षा योजना

750. डॉ. संबित पात्रा:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने कोई जल सुरक्षा योजना बनाई है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने देश के विभिन्न राज्यों में उक्त योजना के अंतर्गत कोई प्रायोगिक परियोजनाएं कार्यान्वित की हैं और यदि हाँ, तो तत्संबंधी राज्यवार ब्यौरा क्या है;

(ग) क्या सरकार को राज्य सरकारों से उक्त योजना के अंतर्गत तकनीकी और वित्तीय सहायता के लिए कोई प्रस्ताव प्राप्त हुए हैं और यदि हाँ, तो तत्संबंधी राज्यवार ब्यौरा क्या है;

(घ) क्या सरकार ने उक्त योजना को कार्यान्वित करने के लिए वित्तपोषण के स्रोतों और वित्तपोषण तंत्र से संबंधित विद्यमान नीति में कोई परिवर्तन किया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) क्या सरकार आकांक्षी जिला कार्यक्रम के अंतर्गत चिह्नित किए गए जिलों को उक्त योजना में प्राथमिकता देने के किसी प्रस्ताव पर विचार कर रही है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) से (ङ) जल के राज्य का विषय होने के कारण, जल सुरक्षा योजनाएँ तैयार करने सहित जल और भूजल संसाधनों का सतत विकास और प्रबंधन, मुख्य रूप से राज्य सरकारों का उत्तरदायित्व है। तथापि, केंद्र सरकार अपनी विभिन्न योजनाओं और परियोजनाओं के माध्यम से तकनीकी और वित्तीय सहायता देकर राज्य सरकारों के प्रयासों में सहायता प्रदान करती है। इस दिशा में उठाए गए मुख्य कदम निम्नानुसार हैं:-

i. जल शक्ति अभियान (जेएसए) के अंतर्गत, देश में अब तक विभिन्न योजनाओं के अभिसरण से 2 करोड़ से अधिक जल संरक्षण और कृत्रिम पुनर्भरण के कार्य किए गए हैं, जिससे जल की कमी वाले ज़िलों में भूजल संसाधनों की स्थिरता को बेहतर बनाने में अहम भूमिका निभाई है।

ii. जेएसए की गति को और बढ़ाने के लिए, माननीय प्रधानमंत्री ने वर्ष 2024 में 'जल संचय जन भागीदारी' (जेएसजेबी) की पहल की शुरूआत की है। इसका उद्देश्य वर्षा जल संचयन को देश में एक जन-आंदोलन बनाना है। समुदाय की भागीदारी और उत्तरदायित्व को बढ़ावा देकर, यह पहल विभिन्न ज़िलों में जल से संबंधित विशिष्ट चुनौतियों के लिए किफायती और स्थानीय समाधान विकसित करना चाहती है। इस पहल के अंतर्गत अब तक देश भर में 1.55 करोड़ से अधिक कृत्रिम भूजल पुनर्भरण और भंडारण के काम पूरे किए जा चुके हैं। इसके उपरांत, दिनांक 01.06.2026 को जल संरक्षण और कृत्रिम पुनर्भरण के लिए देश भर में जेएसजेबी-कैच द रेन (सीटीआर) शुरू किया गया।

iii. जल शक्ति मंत्रालय ने 'अटल भूजल योजना' के माध्यम से समुदाय के नेतृत्व वाले और जन भागीदारी वाले भूजल प्रबंधन की कामयाबी को सफलतापूर्वक दर्शाया है। इस योजना को सात राज्यों – गुजरात, हरियाणा, कर्नाटक, मध्य प्रदेश, महाराष्ट्र,

राजस्थान और उत्तर प्रदेश – के 229 ब्लॉक की 8,203 ऐसी ग्राम पंचायतों जहाँ जल की कमी थी, में पायलट आधार पर लागू किया गया था। इस योजना के अंतर्गत, वैज्ञानिक निगरानी, जन भागीदारी और मांग व आपूर्ति से संबंधित उपायों के मेल से जल संसाधनों के सतत प्रबंधन को बढ़ावा दिया गया। इस योजना के अंतर्गत किए गए मुख्य कार्य निम्नानुसार हैं:

- सभी 7 राज्यों की सभी 8,203 अटल जल ग्राम पंचायतों (जीपी) में भौतिक और इलेक्ट्रॉनिक तरीकों से भूजल डेटा को मापा गया और सार्वजनिक रूप से जारी किया गया।
- सभी 7 राज्यों की सभी ग्राम पंचायतों ने समुदाय के नेतृत्व में जल बजट और जल सुरक्षा प्लान तैयार किए हैं और उन्हें प्रत्येक वर्ष अपडेट किया जाता है।
- ब्लॉक, ज़िला और राज्य स्तर पर क्षमता-निर्माण प्रशिक्षण के साथ-साथ ग्राम पंचायत स्तर पर 1.28 लाख से अधिक प्रशिक्षण आयोजित किए गए।
- इस योजना के अंतर्गत लगभग सभी ग्राम पंचायतों में पीज़ोमीटर के साथ-साथ डिजिटल जल स्तर रिकॉर्डर और रेन गेज लगाए गए हैं।
- ग्राम पंचायत स्तर पर लगभग 70,000 कुओं की निगरानी की जा रही है और डेटा सार्वजनिक रूप से साझा किया जाता है।
- मौजूदा 99,000 से ज़्यादा जल संरक्षण और कृत्रिम पुनर्भरण संरचना की मैपिंग की गई है।
- 7 राज्यों में जल संरक्षण और भूजल पुनर्भरण के लिए चेक डैम, तालाब, पुनर्भरण शाफ़्ट/पिट जैसे सप्लाई-साइड स्ट्रक्चर में से 83,800 से ज़्यादा का निर्माण/नवीनीकरण किया गया है।

- 7 राज्यों में लगभग 9.7 लाख हेक्टेयर भूमि को कुशल जल-उपयोग प्रथाओं (ड्रिप/स्प्रिंकलर सिंचाई, मल्चिंग, फ़सल विविधीकरण आदि) के दायरे में लाया गया है।

iv. भारत सरकार द्वारा 'मिशन अमृत सरोवर, 2022' की शुरूआत की गई थी, जिसका उद्देश्य देश के प्रत्येक ज़िले में कम से कम 75 जल निकायों को विकसित और पुनर्जीवित करना था। देश में लगभग 69,000 अमृत सरोवर बनाए या पुनर्जीवित किए गए हैं, जिससे पानी के भंडारण और भूजल के पुनर्भरण में मदद मिली है।

v. कृषि और किसान कल्याण विभाग द्वारा वर्ष 2015-16 से 'पर ड्रॉप मोर क्रॉप' योजना कार्यान्वित की जा रही है, ताकि सूक्ष्म-सिंचाई के माध्यम खेतों में जल के प्रयोग की क्षमता को बेहतर बनाया जा सके। यह योजना देश भर के ज़िलों में कुशल सिंचाई तरीकों को बढ़ावा देती है, जिससे भूजल निकास में कमी आती है और भूजल संसाधनों के सतत प्रयोग को बढ़ावा मिलता है।

vi. नैक्यूम 1.0 के अंतर्गत, देश के एक्विफ़र्स की मैपिंग की गई और देश के भूजल संसाधनों की व्यापक समझ विकसित की गई। नैक्यूम 2.0 के अंतर्गत, अत्यंत विस्तृत वैज्ञानिक डेटा तैयार करने के लिए अत्याधुनिक तकनीकों का प्रयोग किया जा रहा है। यह डेटा सतत भूजल प्रबंधन के लिए सही निर्णय लेने में एक अहम साधन का कार्य करता है।

vii. वर्ष 2015-16 में प्रधानमंत्री कृषि सिंचाई योजना (पीएमकेएसवाई) की शुरूआत की गई। इसका उद्देश्य खेतों तक जल की वास्तविक पहुँच बढ़ाना, पक्की सिंचाई सुविधा वाले खेती योग्य क्षेत्र का विस्तार करना, खेतों में जल के प्रयोग की क्षमता में सुधार करना और सतत जल संरक्षण के उपायों को अपनाना था। पीएमकेएसवाई के त्वरित सिंचाई लाभ कार्यक्रम और 'कमांन क्षेत्र विकास एवं जल प्रबंधन' घटकों के अंतर्गत 30.66 लाख हेक्टेयर की सिंचाई क्षमता बनाई गई है और साथ ही 23.42 लाख हेक्टेयर कमांन क्षेत्र का विकास किया गया है।

viii. सीजीडब्लूबी ने संपूर्ण देश के लिए भूजल कृत्रिम पुनर्भरण के लिए मास्टर प्लान-2020' भी तैयार किया है और इसे राज्यों/संघ राज्य क्षेत्रों के साथ साझा किया है। यह मास्टर प्लान स्थानीय जल-भूवैज्ञानिक स्थितियों के आधार पर ज़िलों में वर्षा जल संचयन और कृत्रिम पुनर्भरण संरचनाओं की योजना बनाने और उन्हें कार्यान्वित करने के लिए एक तकनीकी गाइड का काम करता है।

PNG CONNECTIONS TO HOUSEHOLDS OF ANDHRA PRADESH

751. SHRI PRABHAKAR REDDY VEMIREDDY:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has fixed any target for providing Piped Natural Gas (PNG) connections to households of Andhra Pradesh;

(b) if so, the details thereof along with the target fixed to achieve the same by the year 2030;

(c) whether it is a fact that as of 31 March, 2024, about 2,75,500 houses have been provided PNG connections and if so, the details thereof, district-wise; and

(d) whether it is true that no connections were provided during the years 2024-25 and 2025-26 and if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (d) Providing Piped Natural Gas (PNG) connections is part of the development of City Gas Distribution (CGD) Network, which is carried out by the entities authorized by Petroleum and Natural Gas Regulatory Board

(PNGRB) as per Minimum Work Program (MWP) and techno-commercial feasibility.

In the state of Andhra Pradesh, PNGRB has authorized 10 Geographical Areas (GAs) for development of CGD Network with MWP target of 83,61,290 Domestic PNG connections to be completed by March 2032. As on 31.05.2026, the CGD entities have provided 2,98,111 PNG Domestic (D) connections in the state of Andhra Pradesh. District-wise progress of PNG (D) connections in state of Andhra Pradesh as of 31.03.2024 is given in the enclosed **Statement**.

The Domestic PNG Connections provided in Andhra Pradesh during last two years has been tabulated below:

S. No	Year	No of DPNG Connections Provided	Cumulative DPNG Connections Achieved
1	2024-25	6,894	2,82,411
2	2025-26	14,029	2,96,440

STATEMENT

District-wise progress of PNG (D) connections in state of Andhra Pradesh as of 31.03.2024

S. No.	GA ID	Name of GA	Name of Authorized Entity	District Covered	PNG (D) Connections
1	1.04	Kakinada	Bhagyanagar Gas Limited	East Godavari District	65,676

2	5.03	East Godavari District (EAAA)	Godavari Gas Private Limited	East Godavari District	49,800
3	5.04	West Godavari District	Godavari Gas Private Limited	West Godavari District	51,107
4	5.06	Krishna District (EAAA)	Megha City Gas Distribution Private Limited	Krishna District	27,764
5	9.01	Srikakulam, Visakhapatnam & Vizianagaram Districts	Indian Oil Corporation Limited	Srikakulam District	-
6				Visakhapatnam District	5,463
7				Vizianagarm District	-
8	10.01	Anantapur and YSR (Kadapa) Districts	AGP City Gas Private Limited	Anantapur District	5,071
9			AGP City Gas Private Limited	YSR (Kadapa) District	6,010
10	10.02	Sri Potti Sriramulu Nellore District	AGP City Gas Private Limited	Sri Potti Sriramulu Nellore District	3,086
11	10.03	Chittoor, Kolar and Vellore Districts	AGP City Gas Private Limited	Chittoor District	3,932
12	11.01	Kurnool, Guntur, and Prakasam districts	Indian Oil Corporation Limited	Guntur District	-
13			Indian Oil Corporation Limited	Kurnool District	-
14			Indian Oil Corporation Limited	Prakasam District	-
15	99.06	Vijaywada	Bhagyanagar Gas Limited	Krishna District	57,608
Total					2,75,517

(*source: PNGRB*)

राष्ट्रीय राजमार्ग परियोजनाओं के अंतर्गत निर्माण

752. श्री राहुल कस्वां:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने विगत तीन वर्षों के दौरान भारतमाला परियोजना, आर्थिक गलियारों और अन्य राष्ट्रीय राजमार्ग परियोजनाओं की प्रगति, लागत, समय-सीमा और क्षेत्रीय संतुलन के संबंध में कोई व्यापक मूल्यांकन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) स्वीकृत, निर्माणाधीन और पूरी हो चुकी राष्ट्रीय राजमार्ग परियोजनाओं का राजस्थान सहित राज्य-वार ब्यौरा क्या है;

(ग) क्या सरकार ने भूमि अधिग्रहण, वन संबंधी मंजूरी, सुविधाओं का स्थानांतरण और अन्य कारणों से विलंबित परियोजनाओं की समीक्षा की है और यदि हां, तो इसके मुख्य कारण क्या हैं और इसमें क्या समाधान प्रस्तावित किए गए हैं; और

(घ) सरकार द्वारा राष्ट्रीय राजमार्ग परियोजनाओं को समय पर पूरा करना सुनिश्चित करने के लिए कौन-सी नई निगरानी और परियोजना प्रबंधन प्रणालियाँ विकसित की गई हैं?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) और (ख) भारतमाला परियोजना के प्रथम चरण को सरकार द्वारा 2017 में देश भर में 34,800 किलोमीटर की लंबाई को कवर करने के लिए 5,35,000 करोड़ रुपये के अनुमानित परिव्यय के साथ अनुमोदित किया गया था। इस कार्यक्रम के तहत, कुल 26,425 किलोमीटर की लंबाई वाली परियोजनाओं को आवंटित किया गया था। इसमें से, मई 2026 तक 22,709 किलोमीटर तक का निर्माण पहले ही हो चुका है। भारतमाला परियोजना के अंतर्गत परियोजनाओं का राज्य-वार ब्यौरा संलग्न **विवरण-I** में दिया गया है।

भारतीय प्रबंधन संस्थान (आईआईएम), बैंगलोर द्वारा भारतमाला परियोजना के प्रभाव का मूल्यांकन करने के लिए किए गए एक अध्ययन से कई क्षेत्रों में सकारात्मक प्रभाव सामने आए हैं।

आर्थिक रूप से, परिवारों की आय और व्यय में वृद्धि हुई है। लागत में कमी के साथ रसद (लॉजिस्टिक्स) दक्षता में सुधार हुआ है। व्यवसायों को बाजारों और कारखानों तक बेहतर पहुंच से लाभ हुआ है। सामाजिक रूप से, स्कूलों और स्वास्थ्य सुविधाओं तक यात्रा का समय कम हुआ है, जिससे पहुंच में सुधार हुआ है। कुल मिलाकर, अध्ययन से पता चलता है कि भारतमाला परियोजना ने सामाजिक-आर्थिक विकास में महत्वपूर्ण योगदान दिया है। आईआईएम बैंगलोर द्वारा किए गए अध्ययन के अनुसार, भारतमाला परियोजना ने महत्वपूर्ण सामाजिक-आर्थिक लाभ प्रदर्शित किए हैं।

विगत तीन वर्षों के दौरान राष्ट्रीय राजमार्ग परियोजनाओं/स्वीकृत, निर्माणाधीन और पूर्ण हो चुकी लंबाई का राजस्थान सहित राज्य-वार ब्यौरा क्रमशः संलग्न **विवरण-II**, **III** और **IV** में दिया गया है।

(ग) राष्ट्रीय राजमार्ग (एनएच) परियोजनाओं में देरी के मुख्य कारण भूमि अधिग्रहण से संबंधित मुद्दे/अड़चनें, वैधानिक मंजूरी प्राप्त करने में देरी, जनोपयोगी सुविधाओं का स्थानांतरण, अतिक्रमण हटाना, कानून व्यवस्था, निर्माण सामग्री/खनिजों की अनुपलब्धता, संविदाकार/रियायतग्राही का खराब प्रदर्शन और कोविड-19 महामारी आदि जैसी अप्रत्याशित घटनाएं हैं।

परियोजनाओं के क्रियान्वयन में तेजी लाने के लिए सरकार ने विभिन्न पहलें की हैं। इनमें भूमि अधिग्रहण को सुव्यवस्थित और त्वरित करने के लिए भूमीराशि पोर्टल का उपयोग करना, वन और पर्यावरण मंजूरी को तेजी से सक्षम करने के लिए पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय के माध्यम से "परिवेश" पोर्टल का नवीनीकरण करना, रेलवे से सड़क उपरिपुल/सड़क अधोगामी पुल (आरओबी/आरयूबी) के सामान्य व्यवस्था आरेख (जीएडी) की ऑनलाइन मंजूरी को सक्षम करना, और राज्य सरकारों और अन्य हितधारकों के साथ विभिन्न स्तरों पर समीक्षा बैठकें करना शामिल है। राष्ट्रीय राजमार्ग परियोजनाओं की नियमित रूप से परियोजना निगरानी समूह और "प्रगति" सहित विभिन्न स्तरों पर समीक्षा और निगरानी की जाती है।

(घ) इसके अतिरिक्त, एनएच परियोजनाओं की निगरानी डेटा लेक 3.0 के माध्यम से की जा रही है, जो निर्माण-पूर्व, निर्माण और संचालन और रखरखाव चरणों को कवर करने वाला एक केंद्रीकृत जीआईएस-आधारित प्लेटफॉर्म है। अप्रैल 2027 तक डेटा लेक 3.0 को पूरी तरह से चालू किया जाना निर्धारित है।

इसके अतिरिक्त, जियो-टैग की गई इमेजरी और डेटा लेक के साथ एकीकृत जीआईएस-आधारित डैशबोर्ड के माध्यम से वास्तविक प्रगति को सत्यापित करने के लिए कृत्रिम मेधा (एआई)/मशीन लर्निंग(एमएल)-सक्षम ड्रोन निगरानी का उपयोग किया जा रहा है।

विवरण-I

भारतमाला परियोजना चरण-I की राज्य-वार प्रगति

क्र.सं.	राज्य	कुल लंबाई (किमी)	आवंटित लंबाई (किमी)	मई 2026 तक निर्मित कुल लंबाई (किमी)	मई 2026 तक निर्माणाधीन लंबाई (किमी)
1	आंध्र प्रदेश	2,525	1,936	1,554	382
2	असम	433	431	414	17
3	बिहार	1,572	1,159	815	344
4	छत्तीसगढ़	571	471	422	49
5	दिल्ली	203	203	195	8
6	गोवा	26	26	26	0
7	गुजरात	1,577	1,194	1,068	126
8	हरियाणा	1,058	1,058	1,011	47
9	हिमाचल प्रदेश	167	167	117	50
10	जम्मू और कश्मीर	433	251	179	72
11	झारखंड	1,000	801	557	244
12	कर्नाटक	2,059	1,603	1,269	334
13	केरल	1,126	708	584	124
14	मध्य प्रदेश	3,063	2,017	1,826	191
15	महाराष्ट्र	3,029	2,174	2,000	174
16	मणिपुर	635	635	570	65
17	मेघालय	170	170	153	17

18	मिजोरम	593	593	542	51
19	नागालैंड	208	208	168	40
20	ओडिशा	1,586	967	948	19
21	पंजाब	1,764	1,553	881	672
22	राजस्थान	2,503	2,360	2,264	96
23	तमिलनाडु	2,414	1,476	1,357	119
24	तेलंगाना	1,719	1,026	955	71
25	त्रिपुरा	94	94	69	25
26	उत्तर प्रदेश	3,126	2,495	2,196	299
27	उत्तराखंड	273	264	204	60
28	पश्चिम बंगाल	874	385	364	21
	कुल	**34,800**	**26,425**	**22,709**	**3,716**

<u>विवरण -II</u>

विगत तीन वर्षों में सड़क परिवहन और राजमार्ग मंत्रालय द्वारा स्वीकृत परियोजनाओं का राज्य-वार ब्यौरा

क्र.सं.	राज्य/संघ राज्य क्षेत्र	वित्तीय वर्ष 2023-24		वित्तीय वर्ष 2024-25		वित्तीय वर्ष 2025-26	
		लंबाई	लागत	लंबाई	लागत	लंबाई	लागत
1	आंध्र प्रदेश	549	1,406	166	2,193	234	5,337
2	अरुणाचल प्रदेश	909	19,438	0	0	63	396
3	असम	272	10,593	223	6,382	247	25,970
4	बिहार	153	6,919	103	3,694	350	12,811
5	छत्तीसगढ़	67	669	143	3,595	109	1,196
6	गोवा	38	1,468	54	4,348	16	201
7	गुजरात	468	15,234	526	16,122	759	11,028
8	हरियाणा	85	1,948	61	755	36	316
9	हिमाचल प्रदेश	99	2,766	31	254	8	1,370
10	झारखंड	308	8,285	147	3,829	46	1,331
11	कर्नाटक	381	7,738	0	5	133	240
12	केरल	14	641	18	1,103	5	179
13	मध्य प्रदेश	389	6,953	846	19,790	527	8,927
14	महाराष्ट्र	1,347	16,003	939	23,339	1,282	36,459
15	मणिपुर	30	473	140	1,356	82	303
16	मेघालय	126	1,429	23	590	196	23,815

17	मिजोरम	74	3,104	0	7	170	239
18	नागालैंड	0	0	20	123	76	52
19	ओडिशा	96	2,055	180	5,447	477	11,080
20	पंजाब	101	1,260	168	2,608	99	3,463
21	राजस्थान	77	859	238	3,154	508	9,222
22	सिक्किम	0	0	5	161	0	16
23	तमिलनाडु	56	2,299	342	4,221	185	4,680
24	तेलंगाना	41	663	14	516	128	3,493
25	त्रिपुरा	154	3,407	0	0	97	325
26	उत्तर प्रदेश	736	25,629	355	18,388	257	13,651
27	उत्तराखंड	234	4,437	38	1,670	135	5,066
28	पश्चिम बंगाल	39	911	338	14,800	26	404
29	दिल्ली	0	0	0	0	53	1,383
30	जम्मू और कश्मीर	179	2,774	29	1,262	16	370
31	पुदुचेरी	0	0	0	0	18	461
32	अंडमान और निकोबार द्वीप समूह	0	0	0	0	0	0
33	चंडीगढ़	0	0	0	0	2	247
34	दादरा और नगर हवेली और दमन और दीव	0	0	0	0	0	0
35	लद्दाख	0	0	11	29	14	1,417
	कुल	**7,022**	**149,361**	**5,155**	**139,741**	**6,354**	**185,448**

विवरण -III

राज्य-वार निर्माणाधीन राष्ट्रीय राजमार्ग परियोजनाएं

क्र. सं.	राज्य/संघ राज्य क्षेत्र	संख्या	लंबाई (किलोमीटर में)
1	अंडमान और निकोबार	3	57.3
2	आंध्र प्रदेश	69	1566.9
3	अरुणाचल प्रदेश	14	496.6
4	असम	52	1125.6
5	बिहार	67	1757.8
6	छत्तीसगढ़	38	727.4

7	दादरा और नगर हवेली तथा दमन और दीव	2	25.2
8	गोवा	15	30.0
9	गुजरात	40	876.5
10	हरियाणा	16	295.3
11	हिमाचल प्रदेश	28	463.4
12	जम्मू और कश्मीर	38	720.0
13	झारखंड	36	874.8
14	कर्नाटक	77	1990.4
15	केरल	16	544.4
16	लद्दाख	7	151.4
17	मध्य प्रदेश	65	2129.5
18	महाराष्ट्र	118	2408.1
19	मणिपुर	27	788.8
20	मेघालय	12	291.6
21	मिजोरम	17	440.6
22	नागालैंड	19	392.1
23	ओडिशा	49	503.7
24	पुदुचेरी	1	13.6
25	पंजाब	31	979.8
26	राजस्थान	36	600.8
27	सिक्किम	11	156.5
28	तमिलनाडु	42	697.4
29	तेलंगाना	43	1385.1
30	त्रिपुरा	12	237.8
31	उत्तर प्रदेश	87	2329.4
32	उत्तराखंड	74	681.0
33	पश्चिम बंगाल	29	178.1
कुल योग		**1191**	**25917.0**

विवरण -IV

विगत तीन वर्षों में पूर्ण/निर्मित राष्ट्रीय राजमार्गों का राज्य-वार ब्यौरा

क्र.सं.	राज्य/संघ राज्य क्षेत्र	संख्या	लंबाई (किलोमीटर में)
1	आंध्र प्रदेश	70	1588
2	अरुणाचल प्रदेश	38	987
3	असम	38	499
4	बिहार	39	779
5	छत्तीसगढ़	21	616
6	दादरा और नगर हवेली तथा दमन और दीव	1	0
7	दिल्ली	5	75
8	गोवा	30	80
9	गुजरात	39	787
10	हरियाणा	23	458
11	हिमाचल प्रदेश	31	329
12	जम्मू और कश्मीर	22	389
13	झारखंड	21	375
14	कर्नाटक	47	1264
15	केरल	12	156
16	लद्दाख	6	99
17	मध्य प्रदेश	59	1755
18	महाराष्ट्र	180	4729
19	मणिपुर	15	209
20	मेघालय	14	223
21	मिजोरम	22	542
22	नागालैंड	17	315
23	ओडिशा	53	1241
24	पुदुचेरी	2	11
25	पंजाब	24	452
26	राजस्थान	63	2178
27	सिक्किम	3	34
28	तमिलनाडु	83	1973
29	तेलंगाना	28	1016
30	त्रिपुरा	9	147

31	उत्तर प्रदेश	57	2035
32	उत्तराखंड	55	701
33	पश्चिम बंगाल	52	589
	कुल योग	1179	26629

OUTCOME ASSESSMENT OF SCADA-IOT BASED IRRIGATION SYSTEMS

753. SHRI DUSHYANT SINGH:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has initiated any outcome-based evaluation framework for SCADA-IoT based irrigation systems under the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) and the Modernisation of Command Area Development and Water Management (MCADWM) Scheme to assess improvements in water use efficiency, energy savings, irrigation reliability and crop productivity, particularly across the thirty-two sanctioned clusters and if so, the details thereof;

(b) whether any baseline performance indicators have been prescribed for States to measure water savings, reduction in transmission losses and improvement in command area coverage and if so, the details thereof;

(c) the steps being taken to develop replicable national models and best practice benchmarks across different agro-climatic zones as envisaged by the Government for scaling technology-enabled irrigation modernisation; and

(d) whether the findings from the pilot clusters including the Bisalpur Right Main Canal cluster in Rajasthan are proposed to be used for a broader national irrigation modernisation roadmap and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) was launched during the year 2015-16, with an aim to enhance physical access of water on farm and expand cultivable area under assured irrigation, improve on-farm water use efficiency, introduce sustainable water conservation practices, etc. Technological innovations such as underground pipelines, micro-irrigation, SCADA based monitoring etc. are promoted under Pradhan Mantri Krishi Sinchayee Yojana- Accelerated Irrigation Benefits Programme (PMKSY-AIBP). States are encouraged to adopt such interventions for enhanced water use efficiency. The list of some of the important projects under PMKSY-AIBP with SCADA as a component is given in the enclosed **Statement-I**.

Further, the Cabinet approved the Modernization of Command Area Development and Water Management (M-CADWM) as a sub-scheme of PMKSY on 09.04.2025 for the period 2025-2026 to be implemented on pilot projects basis. The Scheme envisages monitoring of water use efficiency, water accounting and other performance parameters using SCADA, Internet of Things (IoT) and satellite-based technologies across the 38 sanctioned pilot clusters. Total 38 nos. of such projects spreading over in 28 States/UTs have been sanctioned details of which is given in the enclosed **Statement-II**.

Water being State subject, it is for the State Government concerned to plan, implement and manage the irrigation projects, and to prepare action plan to make irrigation system more extensive in the State. The role of Government of India is limited to providing technical support, and partial financial assistance for identified projects under the ongoing schemes.

(b) The Modernization of Command Area Development and Water Management (M-CADWM) scheme provides for baseline indicators which include, cropping intensity, water use efficiency, water productivity, farmers' participation, adoption of micro-irrigation and energy efficiency etc. During the Operation and Management phase, water use efficiency, water accounting and other performance parameters are monitored through SCADA, IoT and satellite-based systems.

(c) The M-CADWM Scheme envisages implementation of pilot projects across different agro-climatic zones in the country incorporating institutional, technical and management reforms and strategies in the command area development and water management. Based on the learnings in design and structuring of these projects, National Programme for Modernisation of Command Area Development and Water Management will be designed. In this regard, total 38 nos. of such projects in 28 States/UTs has been sanctioned for implementation details of which is given in the enclosed **Statement-II**.

(d) Yes, based on the learnings in design and structuring of the 38 pilot clusters, including the Bisalpur Right Main Canal cluster in Rajasthan under M-

CADWM scheme, the National Programme for Modernisation of Command Area Development and Water Management will be designed.

STATEMENT-I

Some of the important projects under PMKSY-AIBP with SCADA as a component

Sl. No.	State	Name of the Project	Status of the project
1.	Karnataka	ERM of Narayanpur Left Bank Canal	Completed
2.	Maharashtra	Lower Wardha Project	Completed
3.	Maharashtra	Bembla River Project	Completed
4.	Maharashtra	Dongargaon Project	Completed
5.	Madhya Pradesh	Indira Sagar Canal Project Phase-V (Khargaon Lift)	Completed
6.	Telangana	J. Chokka Rao Devadula Lift Irrigation Scheme	Ongoing
7.	Maharashtra	Bodwad Parisar Sinchan Yojna Stage-I	Ongoing
8.	Jharkhand	Subernrekha Multipurpose Project	Ongoing
9.	Maharashtra	Gosikhurd Project	Ongoing

STATEMENT-II

List of Clusters included under M-CADWM

SN	State / UT	Cluster Name	Likely CCA (in Ha)	Likely Total Cost (Rs. In Cr.) (approx.)	Likely CA (Rs. in Cr.) (approx.)
1	Andhra Pradesh	Peddagedda Project WUA -3,4,5,6 Clusters	3061	60.76	36.46
2	Arunachal Pradesh	Dekam Rikmeng (Ledum Village)	978	19.41	17.47
3	Assam	Singua FIS	1200	23.82	21.44

4	Bihar	Mahmadpur Badal(480)	2450	48.6325	29.18
5	Bihar	Bangra- Kishunpur	2,195	43.57	26.14
6	Chhattisgarh	Bagiya	4831	95.90	57.54
7	Goa	Sal, Vadaval, Mencurem /Advalpal	1,563	31.03	18.62
8	Gujarat	Mandvi-Mangrol Taluka Villages	6,069	120.46	72.28
9	Gujarat	Pinchhavi	523	10.38	6.23
10	Haryana	Panihar-Choudhariwas	4,950	98.26	58.95
11	Himachal Pradesh	Haroli Block,District Una	4889	97.05	87.34
12	Karnataka	Distributary 54 9R of Tungabhadra Left Bank Canal	2,600	51.61	30.97
13	Karnataka	Hattikuni	2,145	42.58	25.55
14	Madhya Pradesh	Gudariya	2,320	46.05	27.63
15	Madhya Pradesh	Netangaon	2,387	47.38	28.43
16	Madhya Pradesh	Bahuti PH2	3160	62.73	37.64
17	Maharashtra	Asoda Bhadali Branch canal of Waghur LBC	4996	99.17	59.50
18	Manipur	Pengjang	500	9.93	8.93
19	Meghalaya	Lyngkhoi FIP	170	3.37	3.04
20	Mizoram	Champhai Sub-Valley MCAD Cluster, Champhai	320	6.35	5.72
21	Nagaland	Mongleu Jalukie	200	3.97	3.57
22	Odisha	MCAD Cluster-V	3,180	63.12	37.87
23	Punjab	SBS Nagar	856	16.99	10.19
24	Punjab	Ludhiana, Malerkotla, Fatehgarh Sahib	1500	29.78	17.87
25	Rajasthan	Right Main Canal (RMC) of Bisalpur Project	5,000	99.25	59.55
26	Tamil Nadu	Palladam Extension canal	4,989	99.03	59.42
27	Tripura	Brahmacherra	135	2.68	2.41
28	Uttar Pradesh	Bargadwa	149	2.96	1.77
29	Uttar Pradesh	Malaon & Majhagavan	550	10.92	6.55
30	Uttar Pradesh	Prajapatipur	284	5.64	3.38
31	Uttar Pradesh	Rajdhani	790	15.68	9.41
32	J&K	Patyari	400	7.94	7.15
Newly included clusters					
33	Jharkhand	Gamharia Cluster	1300	12.74	7.64
34	Sikkim	Soreng District Clusters	2573	77.19	69.47

35	Ladakh	Stakna Cluster	59	4.34	4.34
36	Ladakh	Kaksar Cluster	60	4.41	4.41
37	Telangana	Jakora-Chandur-Chinthakunta Command Area	3220	64.12	38.47
38	Keralam	Palathully-Olassery-Mavukkad Cluster	554	11	6.60

महाराष्ट्र में एकलव्य आदर्श आवासीय विद्यालयों का कार्यकरण

754. श्री बाल्या मामा सुरेश गोपीनाथ म्हात्रे:

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

(क) महाराष्ट्र में स्वीकृत, निर्माणाधीन और कार्यशील एकलव्य आदर्श आवासीय विद्यालयों (ईएमआरएस) की जिला-वार संख्या कितनी है;

(ख) क्या सरकार ठाणे जिले/भिवंडी संसदीय निर्वाचन क्षेत्र के जनजाति बहुल क्षेत्रों में एक नया एकलव्य आदर्श आवासीय विद्यालय स्थापित करने पर विचार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) विगत पांच वर्षों के दौरान महाराष्ट्र में एकलव्य आदर्श आवासीय विद्यालयों के लिए स्वीकृत, जारी और खर्च की गई कुल निधि का जिला-वार ब्यौरा क्या है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क) महाराष्ट्र राज्य में स्वीकृत, निर्माणाधीन तथा कार्यशील एकलव्य मॉडल आवासीय विद्यालयों (ईएमआरएस) की जिला-वार कुल संख्या निम्नलिखित है:

क्र.सं.	जिला	स्वीकृत ईएमआरएस	कार्यशील ईएमआरएस	निर्माण कार्य पूर्ण	निर्माण कार्य विभिन्न चरणों में
1	अहमदनगर	1	1	1	-
2	अमरावती	2	2	2	-
3	चंद्रपुर	1	1	1	-

4	धुले	2	2	1	1
5	गढ़चिरौली	7	7	2	5
6	गोंदिया	1	1	1	-
7	नागपुर	1	1	1	-
8	नांदेड़	1	1	1	-
9	नंदुरबार	6	6	2	4
10	नासिक	8	8	5	3
11	पालघर	7	5	2	5
12	ठाणे	1	1	1	-
13	यवतमाल	1	1	1	-
	कुल	**39**	**37**	**21**	**18**

(ख) ठाणे जिले के शाहपुर खंड (ब्लॉक) में एक एकलव्य मॉडल आवासीय विद्यालय (ईएमआरएस) स्वीकृत किया गया है, जो कार्यशील है। इस संबंध में कोई अतिरिक्त प्रस्ताव मंत्रालय में विचाराधीन नहीं है।

(ग) और (घ) पिछले 5 वर्षों के दौरान, महाराष्ट्र राज्य को ईएमआरएस हेतु स्वीकृत तथा जारी निधि का ब्यौरा निम्नलिखित है:-

वित्तीय वर्ष	**लाख रुपये में**
2020-21	2,337.16
2021-22	3,000.00
2022-23	6,702.88
2023-24	2,667.16
2024-25	12,860.57
2025-26	12,853.40

राजस्थान में अमृत 2.0 की परियोजनाओं की स्थिति

755. श्री हनुमान बेनीवालः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार के संज्ञान में यह बात आई है कि अमृत 2.0 के अंतर्गत राजस्थान के विभिन्न शहरी स्थानीय निकायों (यूएलबी) में स्वीकृत पेयजल आपूर्ति, सीवरेज, जल निकायों के पुनरुद्धार और हरित क्षेत्र के विकास से संबंधित कई परियोजनाएं निर्धारित समय के भीतर पूरी नहीं हुई हैं और यदि हां, तो इसके क्या कारण हैं;

(ख) उक्त मिशन के अंतर्गत राजस्थान में स्वीकृत, जारी, उपयोग की गई और वर्तमान में लंबित केंद्रीय सहायता का वर्ष-वार और शहरी स्थानीय निकाय-वार ब्यौरा क्या है; और

(ग) क्या सरकार इस बात से अवगत है कि राजस्थान के कई शहरों में पेयजल पाइपलाइनों, सीवरेज नेटवर्क और सड़कों की खुदाई से संबंधित कार्यों में अत्यधिक देरी के कारण नागरिकों को भारी असुविधा का सामना करना पड़ रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस देरी के कारणों की जांच करने तथा संबंधित एजेंसियों की जवाबदेही तय करने के लिए क्या कार्रवाई की गई है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) से (ग) अटल नवीकरण और शहरी परिवर्तन मिशन (अमृत) 2.0 के तहत, राज्यों/संघ राज्य क्षेत्रों को परियोजनाओ का चयन, मूल्यांकन, प्राथमिकता निर्धारण और कार्यान्वयन करने का अधिकार दिया गया है। अमृत 2.0 के तहत राजस्थान राज्य ने 11,560.07 करोड़ रुपये (संचालन और रखरखाव लागत सहित) की 363 परियोजनाएं शुरू की हैं, जिसमें 3,552 करोड़ रुपये की केंद्रीय सहायता (सीए) शामिल है। अनुमोदित परियोजनाओं में 5099.47 करोड़ रुपये की 178 जल आपूर्ति परियोजनाएं, 5950.85 करोड़ रुपये की 48 सीवरेज और सेप्टेज प्रबंधन

परियोजनाएं, 505.41 करोड़ रुपये की 134 जलाशय पुनरूद्धार परियोजनाएं और 4.33 करोड़ रुपये की 3 पार्क और हरित क्षेत्र की परियोजनाएं शामिल हैं।

अमृत 2.0 के तहत निधियों का केंद्रीय हिस्सा राज्यों/संघ राज्य क्षेत्रों को जारी किया जाता है, न कि शहरी स्थानीय निकाय (यूएलबी)-वार। राज्य परियोजनाओं की प्रगति के अनुसार शहरी स्थानीय निकायों को निधियाँ वितरित करता है। वित्त वर्ष 2025-26 हेतु, राजस्थान राज्य को अमृत 2.0 परियोजनाओं के लिए 745.12 करोड़ रु. की केंद्रीय सहायता जारी की गई थी। चालू वर्ष (वित्त वर्ष 2026-27) के दौरान, परियोजनाओं के लिए 250 करोड़ रु. की मूल स्वीकृति जारी की गई है, जिनमें से 20.07.2026 तक 104.44 करोड़ रु. का उपयोग किया जा चुका है।

अमृत 2.0 के तहत परियोजनाओं को राज्यों/संघ राज्य क्षेत्रों द्वारा कार्यान्वित किया जाता है। राज्य ने सूचित किया है कि 1428.90 करोड़ रुपये की 109 जलापूर्ति परियोजनाएं, 4656.80 करोड़ रुपये की 42 सीवरेज और सेप्टेज प्रबंधन परियोजनाएं और 443.86 करोड़ रुपये की 129 जलाशय पुनरूद्धार परियोजनाएं आवंटित की गई हैं। राज्य द्वारा दी गई सूचना के अनुसार, परियोजनाओं के कार्यान्वयन के दौरान कुछ समस्याओं का सामना करना पड़ा है जैसे कि न्यायालयीन मामलों/ स्थानीय सार्वजनिक बाधाओं के कारण भूमि/क्षेत्र के आबंटन में देरी; वन विभाग/भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई)/रेलवे/लोक निर्माण विभाग (पीडब्ल्यूडी) आदि जैसे विभिन्न विभागों से अनुमति प्राप्त करने में विलंब; राष्ट्रीय राजधानी क्षेत्र (एनसीआर) के शहरों में ग्रेडेड रिस्पांस एक्शन प्लान (जीआरएपी) लागू होने के कारण कार्यान्वयन में विलंब; उच्च न्यायालय द्वारा निर्माण कार्यों पर प्रतिबंध आदि।

राज्य सरकार ने यह भी सूचित किया है कि वह सड़क की खुदाई सहित कार्यों के निष्पादन के दौरान होने वाली अस्थायी असुविधा से अवगत है। इन कार्यों की प्रगति की नियमित रूप से समीक्षा की जाती है, और उनके निष्पादन को प्रभावित करने वाली बाधाओं को दूर करने के लिए आवश्यक प्रयास किए गए हैं। संबंधित एजेंसियों को कार्यों में तेजी लाने और कार्य पूरा होने के बाद सड़कों को पूर्ववत् बहाल करने के निर्देश दिए गए हैं।

DISPOSAL OF CASES UNDER FOREST RIGHTS ACT, 2006

756. SHRI BHASKAR MURLIDHAR BHAGARE:

DR. FAGGAN SINGH KULASTE:

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

(a) whether the Government has maintained any data regarding the number of Scheduled Tribe (ST) individuals and forest-dwelling tribal families claiming rights over forest land under the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006, if so, the details thereof, State-wise including Scheduled areas of Madhya Pradesh, Chhattisgarh, Jharkhand and other tribal dominated States;

(b) the total number of individual and community forest rights claims received, approved, rejected and pending under the said Act during the last five years, State-wise;

(c) whether the Government has assessed the reasons for the large number of rejected and pending claims in various States, if so, the details thereof along with the corrective measures taken by the Government;

(d) whether the Government has formulated any special action plan to protect the forest rights of tribal communities, empower Gram Sabha and make their rights over minor forest produce and forest resources effective; and

(e) the steps taken by the Government, in coordination with the State Governments to ensure time-bound recognition of eligible forest land rights of tribal communities and other traditional forest dwellers, including financial and

technical assistance provided to the States for effective implementation of the Act?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) As per the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 (in short FRA) and Rules made thereunder, State Governments and UT Administrations are responsible for implementation of various provisions of the Act while the Ministry of Tribal compiles Monthly Progress Report received from the States/UTs. FRA is being implemented in 20 States and 1 UT. As per the latest information reported by States and collated under MPR as on 30.06.2026, a total of 54,01,561 claims have been filed by Forest Dwelling Scheduled Tribes (FDSTs) and Other Traditional Forest Dwellers (OTFDs), out of which 25,42,359 claims have been approved (titles distributed), 18,13,232 claims have been rejected. The state wise status including details of Madhya Pradesh, Chhattisgarh, Jharkhand and other tribal dominated states (where FRA is being implemented) is given in the enclosed **Statement**.

(b) As per reports submitted by States/UT, during the last five years period, i.e. from 30.06.2021 to 30.06.2026, a total of 11,36,602 claims have been filed, 5,41,731 Claims have been approved (Titles Distributed), 29,524 claims have been rejected and 5,65,347 claims are pending for decision. Further, the details of number of claims (individual and community) received, the number of claims approved (Title distributed), Claims rejected, Claims disposed off during

the last five years, month- wise and State/UT-wise are available at this Ministry's website- on FRA- MPR- https://tribal.nic.in/FRA.aspx.

(c) As per reports submitted by States/UT, as on 30.06.2026 a total of 18,13,232 claims (33.57% of total claims filed) have been rejected. Based on the information received from some of the State Governments, the major reasons for the rejection of claims are - claimed land not occupied before 13th December 2005, duplicate claims filed on the same land, claims on Non-Forest Land, lack of evidence, etc. Further, a total of 10,45,970 claims (19.36% of total claims filed) are pending for decision. It has been observed that the major reasons for pending claims are procedural delays in verification and disposal of claims at the Gram Sabha, Sub-Divisional Level Committee (SDLC) and District Level Committee (DLC) stages. State Government of Karnataka has informed that 88.7% of their pending claims are pending at SDLC level due to lack of public representation in SDLCs. States have been encouraged to fast-track the processing and disposal of pending claims in multiple national level consultation/ meetings/ workshops with States/ UTs, which are held from time to time.

(d) Ministry provides financial support to State Governments under the Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DA-JGUA) scheme for strengthening Gram Sabhas and Community Forest Resource Management Committees (CFRMCs), including support for constitution and functioning of CFRMCs, preparation and implementation of community-led forest management plans,

mapping of potential areas under FRA and support for preparation and execution of CFR Management Plans.

(e) The Ministry of Tribal Affairs, being the Nodal Ministry for administering the legislative matters of FRA, exhorts all State Governments to abide by the provisions contained in FRA and ensure that all eligible claimants are provided the rights which are due to them. Further, this Ministry provides financial assistance for the mapping of potential forest area, which can help state nodal departments for prioritizing and planning of FRA implementation.

STATEMENT

State wise details of claims received, claims approved (Title distributed), Claims rejected, Claims disposed off, as per information received from States/ UT till 30.06.2026

S. No.	States/UT	No. of Claims received upto 30.06.2026			No. of Titles Distributed upto 30.06.2026			No. of Claims Rejected	Total No. of Claims Disposed off
		Individual	Community	Total	Individual	Community	Total		
1	Andhra Pradesh	285,115	3,294	288,409	226,667	1,822	228,489	58,395	286,884
2	Assam	208,062	8,582	216,644	84,861	2,575	87,436	16,379	103,815
3	Bihar	4,696	0	4,696	191	0	191	4,496	4,687
4	Chhattisgarh	890,220	57,259	947,479	481,432	52,636	534,068	406,787	940,855
5	Goa	9,978	399	10,377	1,250	20	1,270	1,901	3,171
6	Gujarat	183,055	7,187	190,242	98,732	4,792	103,524	2,331	105,855
7	Himachal Pradesh	6,100	868	6,968	942	156	1,098	56	1,154
8	Jharkhand	107,032	3,724	110,756	59,866	2,104	61,970	28,107	90,077
9	Karnataka	289,236	5,940	295,176	15,355	1,345	16,700	262,626	279,326
10	Kerala	44,580	1,018	45,598	29,523	284	29,807	13,216	43,023

11	Madhya Pradesh	766,430	40,975	807,405	260,707	28,754	289,461	244,487	533,948
12	Maharashtra	397,897	11,259	409,156	199,667	8,668	208,335	172,631	380,966
13	Odisha	733,158	36,819	769,977	464,504	9,432	473,936	146,345	620,281
14	Rajasthan	113,162	5,213	118,375	49,215	2,551	51,766	65,921	117,687
15	Tamil Nadu	33,119	1,548	34,667	15,442	1,066	16,508	12,711	29,219
16	Telangana	651,822	3,427	655,249	230,735	721	231,456	94,426	325,882
17	Tripura	201,055	67	201,122	131,615	65	131,680	68,472	200,152
18	Uttar Pradesh	92,972	1,194	94,166	22,537	893	23,430	70,736	94,166
19	Uttarakhand	3,809	3,119	6,928	83	1	84	6,698	6,782
20	West Bengal	131,962	10,119	142,081	44,444	686	45,130	96,587	141,717
21	Jammu & Kashmir	33,233	12,857	46,090	429	5,591	6,020	39,924	45,944
TOTAL		**51,86,693**	**2,14,868**	**54,01,561**	**24,18,197**	**1,24,162**	**25,42,359**	**18,13,232**	**43,55,591**

IMPACT OF WEST ASIA CONFLICT ON LPG SUPPLY AND PRICES

757. SHRI ESWARASAMY K. :

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has assessed the impact of the ongoing conflict in West Asia on country's imports of Liquefied Petroleum Gas (LPG), including disruptions in shipping routes, freight costs and supply chains, if so, the details thereof;

(b) whether the Government has reduced the number of subsidised LPG cylinders provided under the Pradhan Mantri Ujjwala Yojana (PMUY) and if so, the reasons and rationale therefor;

(c) the extent to which international LPG prices, freight charges and insurance costs have increased due to the conflict and its likely impact on domestic LPG prices; and

(d) the measures taken or proposed by the Government to ensure uninterrupted availability of LPG across the country, including maintenance of strategic reserves, diversification of import sources and strengthening of supply logistics?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) Government remains committed to ensure uninterrupted supply of LPG in the country, including through imports. Diversification of LPG imports is being pursued to ensure supply security and mitigate risks arising from regional disruptions or geopolitical events. The number of LPG sourcing countries has increased from 10 to 15 countries and LPG is now sourced from a diversified pool of suppliers across countries in different regions of the world. As part of this strategy, PSU OMCs have concluded contracts for the import of ~2.2 Million Metric Ton (MMT) of US-origin LPG, covering nearly 10% of the country's total LPG import requirement. This marks a significant step in strengthening India's energy resilience by establishing a reliable alternate LPG supply source outside the traditional Gulf region.

To strengthen energy security and reduce supply risks, Government continuously monitors and assesses the threats, which can lead to potential

supply disruptions of LPG. Public Sector Oil Marketing Companies (OMCs) also continuously monitor international shipping, freight, supply conditions, and undertake appropriate procurement and logistics management measures to ensure uninterrupted LPG availability across the country. Despite volatility in global energy markets, there has been no major disruption in domestic LPG supplies.

(b) to (d) The Government remains committed to providing affordable clean cooking fuel to PMUY households while improving subsidy targeting. Based on LPG consumption trends of PMUY household in FY 2025–26, the annual subsidised refill limit has been revised from 9 to 4 cylinders, while retaining the subsidy at ₹300 per cylinder.

Prices of LPG in the country are linked to its prices in the international market. Government continues to modulate the effective price to consumer for domestic LPG.

While the average Saudi CP (the international benchmark for LPG pricing) was US$ 796/MT (excluding premium) in June 2026, the Market Determined Price (MDP) of a 14.2 kg domestic LPG cylinder went upto Rs. 1,695 per 14.2 Kg cylinder. However, the Retail Selling Price of domestic LPG is being maintained at Rs. 942 per 14.2 Kg cylinder. For PMUY consumers, the effective price is Rs. 642 per cylinder in July 2026 after a targeted subsidy of Rs. 300 per cylinder.

10.58 crore PMUY households continue to receive subsidy of ₹300 per cylinder in the form of direct benefit. The revised framework aims to balance support for vulnerable households with better targeting, fiscal prudence, and sustained adoption of clean cooking fuel.

Prior to the outbreak of conflict in the Middle East in February 2026, India imported about 60 percent of its LPG consumption, out of which about 90 percent was transiting through the Strait of Hormuz. To tide over the crisis, Government has undertaken a series of proactive measures to ensure stability in LPG supplies post the outbreak of the conflict. These include rapid increase in domestic production of LPG, prioritization of domestic LPG consumption, diversification of import sources, dynamic stock management, and inter-regional & sectoral allocation to address localized shortages.

The Government has also implemented several rationalisation measures on both the supply and demand side, including enhancing refinery production, increasing the booking interval to 25 days in urban areas and up to 45 days in rural areas and prioritising sectors for supply.

Commercial LPG supplies were regulated in line with the prevailing crisis situation; in initial days in coordination with state governments and other stakeholders. These have been progressively relaxed. Government has now removed all sectoral restrictions on the supply of Non-Domestic Packed LPG and restored supplies to the levels prevailing prior to the West Asia crisis. Further, the supply of bulk LPG, which had been suspended at the onset of the

crisis, has been relaxed by 50% of the pre-crisis consumption levels providing significant relief to commercial and industrial consumers.

WITHDRAWAL OF NOMINEE FROM CDSE COMMITTEE

758. ADV. DEAN KURIAKOSE:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the current stand of the National Dam Safety Authority with regard to the withdrawal of the nominee of the State Government of Kerala from the Comprehensive Dam Safety Evaluation (CDSE) Committee;

(b) the reasons for the unilateral withdrawal of the nominee of the State Government of Kerala from the CDSE Committee;

(c) whether the Government is considering to include the nominee of the State Government of Kerala in the CDSE Committee again; and

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

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (d) In pursuance of the provisions of the Dam Safety Act, 2021 and the regulations framed thereunder, the National Dam Safety Authority (NDSA) constituted an Independent Panel of Experts (IPoE) comprising five members for carrying out the Comprehensive Dam Safety Evaluation (CDSE) of the Mullaperiyar Dam, vide Office Memorandum dated 06th January, 2026.

Subsequently, one of the members of the IPoE, who had been nominated by the State Government of Kerala, expressed his inability to

continue as a member of the Panel due to personal reasons. In order to ensure the uninterrupted continuation of the CDSE process and to maintain the requisite strength and expertise of the Panel, the NDSA nominated another expert in his place.

The replacement was necessitated solely on account of the concerned expert's unavailability and was undertaken in the interest of ensuring the timely completion of the dam's CDSE. As the CDSE is a statutory exercise mandated under the Dam Safety Act, 2021, with a prescribed timeline for completion by December 2026, the replacement was made to avoid any disruption or delay in the evaluation process and to ensure compliance with the statutory timeline.

Further, responding to a request from the Government of Kerala, the NDSA wrote to the State on 25th June 2026 to nominate an independent expert to represent Kerala on the Mullaperiyar Dam CDSE's IPoE.

FOOD PROCESSING UNITS UNDER VARIOUS SCHEMES

759. SHRI RAMASAHAYAM RAGHURAM REDDY:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) the number of food processing units sanctioned, completed and operational under various Central schemes during the last five years, State-wise;

(b) the funds allocated, released and utilized for these schemes; and

(c) the reasons for delay in completion of pending projects?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) to (c) In order to promote and ensure overall development of Food Processing Industries, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/ expansion of related infrastructure, through its two Central Sector Schemes viz. Pradhan Mantri Kisan SAMPADA Yojana (PMKSY), Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and a Centrally sponsored PM Formalization of Micro Food Processing Enterprises (PMFME) Scheme across the country.

The details of approved and operational/ completed projects under schemes of MoFPI from 2021-22 to 2025-26 is given in the enclosed **Statement-I**. Year-wise total allocation & funds utilized under PMKSY, PLISFPI & PMFME from 2021-22 to 2025-26 across the country are given in the enclosed **Statement-II.**

Delay in implementation of the food processing projects are due to various factors, such as the non-receipt of statutory clearances from the respective Agencies including the Revenue Authority, Town Planning, Electricity Authority, Water Authority, Pollution Control Board, Licensing Authority, etc. MoFPI has taken various measures for timely implementation of the projects, which include (i) Dashboard for monitoring the progress of the projects; (ii) Regularly review with the promoters to help remove bottlenecks in implementation; (iii) Assessing the progress of projects through site visits

(including virtual visits) to prevent delays in their completion; (iv) Issues taken up with the Banks/ Financial Institutions to expedite sanction and disbursement of term loan to the projects; (v) Penal provisions on the promotors in case of delayed completion of projects .

STATEMENT-I

Details of approved and operational/ completed projects under schemes of MoFPI from 2021-22 to 2025-26

S. No.	State/ UT	PMKSY		PMFME		PLISFPI	
		No. of approved projects	No. of operational/ completed projects	No. of approved Micro Food Processing Enterprises	No. of disbursement to Micro Food Processing Enterprises	No. of approved applications at different locations	No. of completed applications at different locations
1	Andaman & Nicobar	0	0	18	15	0	0
2	Andhra Pradesh	43	27	9701	7675	36	36
3	Arunachal Pradesh	7	1	229	214	0	0
4	Assam	49	45	6199	5277	4	4
5	Bihar	6	3	31536	21833	7	7
6	Chandigarh	0	0	5	5	0	0
7	Chhattisgarh	6	1	1822	1457	1	1
8	Dadar & Nagar Haveli and Daman & Diu	0	1	12	12	0	0
9	Delhi	0	0	355	242	0	0
10	Goa	0	1	154	143	1	1
11	Gujarat	43	45	1755	1419	32	32
12	Haryana	19	22	1916	1596	9	9
13	Himachal Pradesh	5	18	2778	2570	4	4
14	Jammu & Kashmir	2	13	2494	1892	2	2
15	Jharkhand	0	0	5205	3819	2	2

16	Karnataka	28	17	9834	8862	21	21
17	Kerala	25	19	9550	8307	10	10
18	Ladakh	0	0	101	88	0	0
19	Lakshadweep	0	0	0		0	0
20	Madhya Pradesh	17	14	15531	12544	10	10
21	Maharashtra	86	73	30448	25327	41	41
22	Manipur	1	2	315	296	0	0
23	Meghalaya	1	1	260	244	0	0
24	Mizoram	0	1	85	68	0	0
25	Nagaland	0	0	490	459	0	0
26	Odisha	16	10	3726	2873	5	5
27	Puducherry	0	0	217	192	0	0
28	Punjab	20	17	3334	3158	9	9
29	Rajasthan	26	12	1656	1431	6	6
30	Sikkim	0	0	70	60	0	0
31	Tamil Nadu	39	31	18996	17294	19	19
32	Telangana	40	17	7623	6053	13	13
33	Tripura	1	5	351	291	0	0
34	Uttar Pradesh	30	36	24795	21726	26	26
35	Uttarakhand	24	24	1223	1090	7	7
36	West Bengal	19	17	721	544	9	9
	Total	**553**	**473**	**193505**	**93650**	**274**	**274**

STATEMENT-II

Details of funds allocated and funds utilized in PMKSY & PLISFPI & PMFME schemes of MoFPI

(Rs in Crores)

Scheme	2021-22		2022-23		2023-24		2024-25		2025-26	
	R.E.	A.E.	R.E.	A.E	R.E.	A.E	R.E.	A.E	R.E.	A.E.
PMKSY	791.00	713.49	673.00	561.92	745.00	666.20	630.00	540.12	650.00	570.02

PLISFPI	10.00	9.27	801.00	489.83	1150.00	590.50	700.00	450.49	1200.00	1199.96
PMFME	399.00	326.46	290.00	274.76	800.00	778.84	1200.00	1023.10	1500.00	1296.53

R.E.—Revised Estimates, A.E.- Actual Expenditure

INSTALLATION OF DIGITAL FLOW METERS FOR GROUNDWATER EXTRACTION

760. SHRI ARUN BHARTI:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the new guidelines providing for mandatory installation of digital flow meters for groundwater extraction have come into effect from April, 2026 and if so, the details thereof;

(b) the number of industrial units that have successfully integrated their telemetry data with the Central Ground Water Board pursuant to the said guidelines;

(c) the mechanism for assessment and collection of Water Restoration Charges from entities found to be over-exploiting local aquifers;

(d) the details of applications for renewal of Groundwater No-Objection Certificates (NOCs) rejected during the current month due to inadequate rainwater harvesting structures;

(e) the steps taken to prevent the illegal commercial sale of groundwater by private tankers in water-stressed metropolitan cities; and

(f) the total revenue generated through environmental compensation imposed on groundwater violators during the current financial quarter?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) No new guideline has been notified in April ,2026 for mandatory installation of digital flow meters for groundwater extraction. However, existing guidelines for regulation and control of groundwater extraction has been notified by the Ministry of Jal Shakti vide S.O. 3289(E) dated 24.09.2020, as amended vide S.O. 1509(E) dated 29.03.2023 prescribes installation of digital flow meters for groundwater abstraction structures as per extant guidelines. Under the prevailing regulatory framework, all project proponents granted NOCs by the Central Ground Water Authority (CGWA) are required to provide the credentials of their telemetry systems within 30 days from the date of issuance of the NOC.

(c) Water abstraction charges are levied in accordance with the Guidelines notified vide S.O. 3289(E) dated 24.09.2020, as amended vide S.O. 1509(E) dated 29.03.2023. The applicable charges are determined based on the category of the assessment unit, quantum of groundwater extraction and the type of project, viz. infrastructure, industry or mining. The charges are deposited by the project proponents through the Bharatkosh portal.

(d) No application for No Objection Certificates (NOCs) renewal was rejected by CGWA during the current month due to inadequate rainwater harvesting structures.

(e) Under the prevailing regulatory framework, all bulk water suppliers extracting groundwater and supplying it through private tankers are required to obtain a No Objection Certificate (NOC) from the Central Ground Water Authority (CGWA) or concerned States/UT whichever is applicable . Such bulk water suppliers are also required to pay groundwater abstraction charges at the prescribed rates. Extraction of groundwater for commercial use without a valid NOC is to be treated as unauthorized and the defaulting entities are liable to pay Environmental Compensation for the quantity of groundwater extracted. Further, all tankers supplying groundwater from such bulk water suppliers are required to be equipped with a GPS-based system for monitoring their movement and area of operation.

(f) The total revenue generated through environmental compensation imposed for illegal groundwater extraction during the current financial quarter (April to June 2026) which is approx.Rs. 4 Cr.

EXPORT PROMOTION MISSION

761. SHRI EATALA RAJENDER:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether the Government has launched a comprehensive series of support measures for exporters, particularly focusing on Micro, Small and Medium Enterprises (MSMEs) and first-time exporters, through a Rupees 25,060 crore Export Promotion Mission (EPM) for the period 2025-2031 with

key initiatives that include the Market Access Support (MAS) scheme, increased credit guarantees and specialized aid for sectors affected by global trade disruptions; and

(b) if so, the details and the present status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) and (b) The Union Cabinet approved the Export Promotion Mission (EPM) on 12th November 2025 with the objective of strengthening India's export competitiveness and providing targeted support to exporters in global markets, with a particular focus on Micro, Small and Medium Enterprises (MSMEs). The Mission operates through two integrated sub-schemes:

- Niryat Protsahan focuses on improving access to affordable trade finance for MSMEs through a range of instruments such as interest subvention, export factoring, credit guarantee and credit enhancement support for diversification into new markets.
- Niryat Disha focuses on non-financial enablers that enhance market readiness and competitiveness, including export quality and compliance support, assistance for international branding, packaging, and participation in trade fairs, export warehousing and logistics, inland transport reimbursements, and trade intelligence and capacity-building initiatives.

EPM is anchored in a collaborative framework involving the Department of Commerce, Ministry of MSME, Ministry of Finance, and other key stakeholders, including Financial Institutions, Export Promotion Councils, Commodity Boards, industry associations, and state governments.

PROVISION OF PNG CONNECTIONS IN WEST BENGAL

762. SHRI DEEPAK ADHIKARI (DEV):

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the target fixed for providing Piped Natural Gas (PNG) connections in West Bengal;

(b) the details of the achievements made in providing PNG connections as on 30.06.2026, city-wise; and

(c) the details of the cities where PNG connections are proposed to be provided, city-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (c) Providing Piped Natural Gas (PNG) connections is part of the development of City Gas Distribution (CGD) Network, which inter alia include creation of pipeline infrastructure and other facilities for the supply of PNG to domestic, commercial and industrial units. This is being carried out by entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB) as per Minimum Work Program (MWP) and techno-commercial feasibility.

In the state of West Bengal, PNGRB has authorized 10 Geographical Areas (GAs) for development of CGD Network with MWP target of 1,46,08,899 Domestic PNG connections to be established by March 2032. As on 31.05.2026, the CGD entities have provided 1,62,123 PNG Domestic connections in the state of West Bengal. District-wise progress of PNG Domestic Connections in state of West Bengal as of 31.05.2026 is given in the enclosed **Statement**.

STATEMENT

District-wise progress of PNG Domestic Connections in state of West Bengal as of 31.05.2026

Sr. No.	GA ID	Name of GA	State	District Covered	Name of Authorized Entity	Domestic PNG Connections
1.	11.62	Alipurduar and Koch Bihar	West Bengal	Alipurduar District	Bharat Petroleum Corporation Limited	12794
2.	11.6	Purulia and Bankura districts	West Bengal	Bankura District	Bharat Petroleum Corporation Limited	40336
3.	11A.03	Birbhum, Murshidabad, Maldah & Dakshin Dinajpur Districts	West Bengal	Birbhum	Hindustan Petroleum Corporation Limited	7000
4.	9.86	Burdwan District	West 0Bengal	Burdwan District	Indian Oil Adani Gas Private Limited	15494
5.	11A.03	Birbhum, Murshidabad, Maldah & Dakshin Dinajpur Districts	West Bengal	Dakshin Dinajpur	Hindustan Petroleum Corporation Limited	0
6.	10.47	Darjeeling, Jalpaiguri	West	Darjeeling	Hindustan	4314

		and Uttar Dinajpur Districts	Bengal	District	Petroleum Corporation Limited	
7.	11.61	East Mednipore, West Mednipore and Jhargram districts	West Bengal	East Mednipore District	Indian Oil Corporation Limited	0
8.	10.48	Howrah (EAAA) District and Hooghly (EAAA) District	West Bengal	Hoogly District	Hindustan Petroleum Corporation Limited	9776
	99.14	Kolkata Municipal Corporation and Parts of adjoining Districts	West Bengal		Bengal Gas Company Limited	51
9.	99.14	Kolkata Municipal Corporation and Parts of adjoining Districts	West Bengal	Howrah District	Bengal Gas Company Limited	0
	10.48	Howrah (EAAA) District and Hooghly (EAAA) District	West Bengal		Hindustan Petroleum Corporation Limited	0
10	10.47	Darjeeling, Jalpaiguri and Uttar Dinajpur Districts	West Bengal	Jalpaiguri District	Hindustan Petroleum Corporation Limited	5699
11	11.61	East Mednipore, West Mednipore and Jhargram districts	West Bengal	Jhargram District	Indian Oil Corporation Limited	0
12	11.62	Alipurduar and Koch Bihar	West Bengal	Koch Bihar District	Bharat Petroleum Corporation Limited	22853
13	99.14	Kolkata Municipal Corporation and Parts of adjoining Districts	West Bengal	Kolkata District	Bengal Gas Company Limited	2783
14	11A.03	Birbhum, Murshidabad, Maldah & Dakshin Dinajpur Districts	West Bengal	Maldah	Hindustan Petroleum Corporation Limited	740
15	11A.03	Birbhum, Murshidabad, Maldah & Dakshin Dinajpur Districts	West Bengal	Murshidabad	Hindustan Petroleum Corporation Limited	0
16	10.49	Nadia (EAAA) District and North 24	West Bengal	Nadia District	Hindustan Petroleum	17167

		Parganas (EAAA) District			Corporation Limited	
	99.14	Kolkata Municipal Corporation and Parts of adjoining Districts	West Bengal		Bengal Gas Company Limited	1540
17	10.49	Nadia (EAAA) District and North 24 Parganas (EAAA) District	West Bengal	North 24 Parganas District	Hindustan Petroleum Corporation Limited	60
	99.14	Kolkata Municipal Corporation and Parts of adjoining Districts	West Bengal		Bengal Gas Company Limited	2514
18	11.6	Purulia and Bankura districts	West Bengal	Purulia District	Bharat Petroleum Corporation Limited	14244
19	10.5	South 24 Parganas (EAAA) District	West Bengal	South 24 Parganas District	Hindustan Petroleum Corporation Limited	1162
	99.14	Kolkata Municipal Corporation and Parts of adjoining Districts	West Bengal		Bengal Gas Company Limited	0
20	10.47	Darjeeling, Jalpaiguri and Uttar Dinajpur Districts	West Bengal	Uttar Dinajpur District	Hindustan Petroleum Corporation Limited	3596
21	11.61	East Mednipore, West Mednipore and Jhargram districts	West Bengal	West Mednipore District	Indian Oil Corporation Limited	0
TOTAL						**162123**

(Source: PNGRB)

झुंझुनू में पाइप से प्राकृतिक गैस नेटवर्क

763. श्री बृजेन्द्र सिंह ओलाः

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या राजस्थान के झुंझुनू जिले को शहर में गैस वितरण (सीजीडी) नेटवर्क में शामिल किए जाने के बावजूद, वहां के आम नागरिकों, वाणिज्यिक प्रतिष्ठानों और उद्योगों के लिए अभी तक एक व्यापक पाइप से प्राकृतिक गैस (पीएनजी) नेटवर्क उपलब्ध नहीं है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और झुंझुनू जिले में घरेलू और वाणिज्यिक पीएनजी नेटवर्क के विकास में देरी के क्या कारण हैं और परियोजना की वर्तमान प्रगति, स्वीकृत कार्य और अब तक हासिल की गई उपलब्धियां क्या हैं;

(ग) क्या सरकार का झुंझुनू जिले के सभी प्रमुख शहरों और कस्बों में पीएनजी प्रदान करने के लिए नेटवर्क के त्वरित विस्तार हेतु कोई योजना आरंभ करने का विचार है;

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और परियोजना के कार्यान्वयन की अनुमानित समय-सीमा क्या है और अब तक स्वीकृत और उपयोग की गई निधि, उससे प्राप्त परिणाम तथा प्रस्तावित वित्तीय प्रावधान और आगामी वर्षों के लिए लक्ष्य क्या हैं; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; **तथा पर्यटन मंत्रालय में राज्य मंत्री** (**श्री सुरेश गोपी**):

(क) से (ङ) पाइप्ड प्राकृतिक गैस (पीएनजी) कनेक्शन देना नगर गैस वितरण (सीजीडी) नेटवर्क के विकास का हिस्सा है जिसमें ,अन्य बातों के साथ-साथ, घरेलू, वाणिज्यिक और औद्योगिक इकाइयों को पीएनजी आपूर्ति करने के लिए पाइपलाइन अवसंरचना और अन्य सुविधाओ का निर्माण करना शामिल है। यह पेट्रोलियम और प्राकृतिक गैस विनियामक बोर्ड (पीएनजीआरबी) द्वारा प्राधिकृत कंपनियों द्वारा किया जा रहा है।

झुंझुनू ज़िला, झुंझुनू, सीकर और नागौर ज़िलों के उस भौगोलिक क्षेत्र (जीए) का हिस्सा है जो इंडियन ऑयल कॉर्पोरेशन लिमिटेड (आईओसीएल) को प्राधिकृत किया गया है। आईओसीएल ने सूचित किया है कि ज़िले में बिना रुकावट गैस आपूर्ति सुनिश्चित करने के लिए झुंझुनू में एक नगर गेट स्टेशन (सीजीएस) स्थापित किया गया है। सीजीडी परियोजनाओं को कार्यान्वित करने के लिए

सरकार द्वारा निधि मंज़ूर या आवंटित नहीं किया जाता है।प्राधिकृत सीजीडी कंपनी द्वारा पीएनजीआरबी से प्राप्त प्राधिकार और अनुमोदित परियोजना योजना के अनुसार निवेश किया जाता है।

दिनांक 31.05.2026 तक, प्राधिकृत सीजीडी कंपनी ने झुंझुनू जिले में 3,307 पीएनजी (घरेलू) कनेक्शन प्रदान किए हैं और 214 इंच-किमी पाइपलाइन बिछाई है। अब तक कोई व्यावसायिक या औद्योगिक पीएनजी कनेक्शन जारी नहीं किया गया है।

सरकार ने झुंझुनू जिला सहित देश भर में सीजीडी नेटवर्क के तेज़ी से विस्तार के लिए कई कदम उठाए हैं जिसमे,अन्य बातों के साथ-साथ, सीएनजी (टी)/पीएनजी (डी) के लिए प्राथमिकता के आधार पर घरेलू गैस आवंटित करना; सीएनजी (टी)/पीएनजी (डी) क्षेत्र की आवश्यकता को पूरा करने के लिए गैर-प्राथमिकता वाले क्षेत्र से घरेलू गैस को हटाना; सीजीडी नेटवर्क का विस्तार; सीजीडी परियोजना को लोकोपयोगिता का दर्जा प्रदान करना; सीएनजी (टी)/पीएनजी (डी) उदेश्यो के लिए उपलब्ध माध्यमों (कैस्केड मोड सहित) से घरेलू गैस की आपूर्ति के लिए अधिसूचना जारी करना; सीएनजी (टी)और पीएनजी (डी) खंड के लिए दो-तिमाही अग्रिम आधार पर घरेलू प्राकृतिक गैस आवंटित करना; राष्ट्रीय गैस ग्रिड पाइपलाइन का विस्तार; तरलिकृत प्राकृतिक गैस (एलएनजी) टर्मिनल स्थापित करना; और बायो-सीएसजी को बढ़ावा देने के लिए किफायती परिवहन की ओर सतत विकल्प (एसएटीएटी) जैसी पहल शामिल है।

राजस्थान सरकार ने घरेलू प्राकृतिक गैस पर वैट को घटाकर 7.5% कर दिया है और सीजीडी अवसंरचना को तेज़ी से लागू करने के लिए एक राज्य सीजीडी नीति भी अधिसूचित किया है।

इसके अलावा, सरकार ने देश भर में, विशेषकर सीजीडी के लिए पाइपलाइन अवसंरचना के समयबद्ध विस्तार को आसान बनाने के लिए 'आवश्यक वस्तु अधिनियम, 1955' के तहत 24.03.2026 को एक व्यापक नियंत्रण आदेश को अधिसूचित किया है। यह आदेश 'मार्ग का अधिकार' (आरओडब्लू) और अनुमोदन देने के लिए एक समान ढांचा प्रदान करता है जिसमें सख्त

समय-सीमा तय करना, देरी होने पर 'डीम्ड अप्रूवल' की सुविधा देना और सरकारी अधिकारियों द्वारा अनाधिकृत शुल्क लगाने पर रोक लगाना शामिल है। यह गैर भेदभावपूर्ण और समयबद्ध अनुमति को सुनिश्चित करके रिहायशी और निजी इलाकों में पहुच से जुड़ी समस्याओं का भी समाधान करता है, जिससे पाइपलाइन बिछाने में आने वाली मुख्य बाधाएं दूर होती हैं।

EXPANSION OF UDAN SCHEME

764. SHRI DILESHWAR KAMAIT :

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) whether the Government has met its target of operationalising hundred unserved or underserved airports by early 2026 and if so, the details thereof;

(b) the roadmap and targets fixed for the next phase of expansion of airports under UDAN Scheme to unserved and underserved regions including the timelines and proposed locations;

(c) the manner in which the increased budgetary allocation under the UDAN Scheme for the Financial Year 2026-27 would be utilised to enhance last-mile connectivity in the North-Eastern Region; and

(d) whether the Government has finalised the Seaplane Viability Gap Funding (VGF) Scheme to promote tourism in island territories and coastal regions and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) As on 20.07.2026, a total of 679 RCS routes connecting 95 unserved and underserved airports, including 17 heliports and 02 water aerodromes, have been operationalised across the country under the UDAN Scheme.

(b) and (c) The next phase of the UDAN Scheme was launched on 04.07.2026 to promote regional air connectivity in Tier 2 and Tier 3 cities and remote regions across the country, targeting 120 new destinations and 4 crore passengers over the next 10 years. The Scheme is being implemented from FY 2026-27 to FY 2035-36 with an outlay of Rs 28,840 crore, including ;Rs. 12,159 crore for Aerodrome development and Rs3,661 crore for development of 200 heliports in Hilly, North-Eastern and Aspirational (HINER) States/districts.

The Scheme provides a Challenge Mode framework under which State Governments may nominate airstrips for development. Proposals are evaluated based on availability of land, infrastructure readiness, technical and operational feasibility, traffic potential, statutory clearances and support of the State Governments.

(d) In the Union Budget 2025-26, it was announced that, to enhance last-mile and remote connectivity and promote tourism, the Government would incentivise indigenisation of seaplane manufacturing and introduce a Seaplane Viability Gap Funding (VGF) Scheme to support seaplane operations. The Scheme is presently at the formulation stage.

पूर्वी भारत में खाद्य प्रसंस्करण अवसंरचना

765. श्री सुधाकर सिंहः

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे किः

(क) विगत तीन वर्षों के दौरान देश में केंद्र सरकार द्वारा स्थापित या स्वीकृत किए गए मेगा फूड पार्कों, शीत श्रृंखला परियोजनाओं और कृषि-प्रसंस्करण संकुलों का ब्यौरा क्या है;

(ख) क्या सरकार ने बिहार सहित पूर्वी भारत के राज्यों में खाद्य प्रसंस्करण अवसंरचना की उपलब्धता और विकास की स्थिति का आकलन किया है और यदि हां, तो क्या अन्य क्षेत्रों की तुलना में इन राज्यों में कोई क्षेत्रीय असंतुलन पाया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) मंत्रालय द्वारा पिछड़े और कृषि प्रधान क्षेत्रों में कृषि उत्पादों के मूल्य संवर्धन, किसान उत्पादक संगठनों के लिए प्रोत्साहन और ग्रामीण रोजगार सृजन को बढ़ावा देने के लिए कौन-सी योजनाएं चल रही हैं या ठोस पहल की जा रही हैं?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; **तथा रेल मंत्रालय में राज्य मंत्री** (**श्री रवनीत सिंह**):

(क) पिछले तीन वर्षों में देश भर में पीएमकेएसवाई (पीएमकेएसवाई) के अंतर्गत अनुमोदित शीत-श्रृंखला परियोजनाओं और कृषि-प्रसंस्करण क्लस्टरों का ब्यौरा संलग्न **विवरण** में दिया गया है। मेगा फूड पार्क (एमएफपी) योजना को दिनांक 01.04.2021 से बंद कर दिया गया है।

(ख) मंत्रालय ने "भारत के खाद्य प्रसंस्करण क्षेत्र की अवसंरचना और लॉजिस्टिक्स आवश्यकताओं का आकलन", 2025 नामक अध्ययन के माध्यम से खाद्य प्रसंस्करण क्षेत्र की अवसंरचना और लॉजिस्टिक्स आवश्यकताओं का आकलन किया है। यह अध्ययन इस क्षेत्र के लिए आवश्यक प्रमुख अवसंरचना की स्थिति का मूल्यांकन करता है, जिसमें कोल्ड चेन, गोदाम, परिवहन और लॉजिस्टिक्स शामिल हैं, और उन प्रमुख अवसंरचना की कमियों की पहचान करता है जिनके लिए क्षेत्र के विकास में सहायता के लिए निवेश की आवश्यकता है। तथापि, यह अध्ययन विशेष रूप से

अन्य क्षेत्रों की तुलना में बिहार सहित पूर्वी राज्यों के संबंध में खाद्य प्रसंस्करण अवसंरचना में किसी भी क्षेत्रीय असंतुलन का ब्यौरा नहीं देता है।

(ग) एमओएफपीआई देश भर में खाद्य प्रसंस्करण और उससे संबंधित अवसंरचना को मजबूत करने और बढ़ावा देने में सक्रिय रूप से लगा हुआ है, जो अपनी केंद्रीय क्षेत्र योजनाओं—अर्थात् प्रधानमंत्री किसान सपंदा योजना (पीएमकेएसवाई) और खाद्य प्रसंस्करण उद्योग के लिए उत्पादन-लिंक्ड प्रोत्साहन योजना (पीएलआईएसएफपीआई)—के साथ-साथ केंद्र प्रायोजित प्रधान मंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन (पीएमएफएमई) योजना के माध्यम से काम कर रहा है। ये सभी मांग-आधारित पहलें हैं, जिन्हें विशेष रूप से आधुनिक खाद्य प्रसंस्करण अवसंरचना सृजित करने और खेत से लेकर खुदरा दुकान तक फैली कुशल आपूर्ति श्रृंखला प्रबंधन स्थापित करने के लिए तैयार किया गया है। इन उद्देश्यों को पूरा करने में, ये योजनाएँ सामूहिक रूप से किसानों के लिए बेहतर आय सुनिश्चित करने, देश भर में—बैकवर्ड और कृषि प्रधान क्षेत्रों सहित—व्यापक रोजगार के अवसर पैदा करने, कृषि उत्पादों का अपव्यय कम करने, समग्र उत्पादकता बढ़ाने और प्रसंस्करण के स्तर को ऊँचा उठाने का कार्य करती हैं। प्रत्यक्ष परिणामस्वरूप, ये प्रयास ग्रामीण अर्थव्यवस्था को बढ़ावा देते हैं और समावेशी और संतुलित विकास में एक सार्थक योगदान देते हैं।

किसान-उत्पादक लिंकेजेज को सुदृढ़ करने के लिए, पीएमकेएसवाई के अंतर्गत एफपीओ श्रेणी के आवेदकों को वित्तीय सहायता में निम्नलिखित विशेष लाभ प्रदान किए जाते हैं:

i. पात्र परियोजना लागत का 50% की दर से सब्सिडी के रूप में अनुदान सहायता, जबकि सामान्य/कठिन क्षेत्रों में यह 35% है, और खाद्य सुरक्षा और गुणवत्ता आश्वासन अवसंरचना (एफएसक्यूएआई) योजना के मामले में सब्सिडी/अनुदान सहायता सामान्य क्षेत्रों में 50% की तुलना में 70% है;

ii. कम इक्विटी योगदान – अन्य के लिए 20% की तुलना में 10% आवश्यक;

iii. कम न्यूनतम क्रेडिट/ऋण आवश्यकता – अन्य के लिए 20% की तुलना में 10% आवश्यक; और

iv. कम निवल-मूल्य आवश्यकता अर्थात सामान्य श्रेणी के आवेदक के लिए 1.5 गुना की तुलना में, मांगी गई अनुदान सहायता के बराबर।

एमओएफपीआई की प्रचार गतिविधि योजना के अंतर्गत, मंत्रालय ने वर्ष 2025 के दौरान देश भर में 48 कार्यक्रमों — सेमिनार, कार्यशाला, सम्मेलन, प्रदर्शनी — के आयोजन के लिए विभिन्न पात्र संगठनों को वित्तीय सहायता प्रदान की है, जिसका उद्देश्य कृषि उत्पादों में मूल्य वर्धन को बढ़ावा देना, किसान उत्पादक संगठनों को प्रोत्साहन प्रदान करना, और मंत्रालय द्वारा प्रदान की जाने वाली विभिन्न योजनाओं के बारे में छोटे और सीमांत किसानों सहित निजी क्षेत्र के हितधारकों के बीच जागरूकता पैदा करना है।

विवरण

पिछले तीन वर्षों के दौरान पीएमकेएसवाई के अंतर्गत अनुमोदित शीत श्रृंखला परियोजनाओं का ब्यौरा

वित्त वर्ष	अनुमोदित परियोजनाएं	परियोजना लागत (करोड़ रु. में)	अनुमोदित अनुदान सहायता (करोड़ रु. में)	जारी अनुदान सहायता (करोड़ रु. में)
2023-24	25	977.05	191.84	79.45
2024-25	0	0	0	0
2025-26	35	1291.97	288.08	6.57
कुल	**60**	**2269.02**	**479.92**	**86.02**

पिछले तीन वर्षों के दौरान पीएमकेएसवाई के अंतर्गत अनुमोदित कृषि प्रसंस्करण का कलस्टर का ब्यौरा

वित्त वर्ष	अनुमोदित परियोजनाएं	परियोजना लागत (करोड़ रु. में)	अनुमोदित अनुदान सहायता (करोड़ रु. में)	जारी अनुदान सहायता (करोड़ रु. में)
2023-24	8	259.79	78.20	22.43
2024-25	0	0	0	0

2025-26	11	380.43	97.65	0
कुल	**19**	**640.22**	**175.85**	**22.43**

जनजातीय समुदायों के विकास के लिए योजनाएं

766. श्री विष्णु दयाल राम:

क्या जनजातीय कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्तमान में देश में जनजातीय समुदायों के सामाजिक और आर्थिक विकास के लिए कार्यान्वित की जा रही योजनाओं का ब्यौरा क्या है;

(ख) झारखंड में एकलव्य आदर्श आवासीय विद्यालयों (ईएमआरएस) की वर्तमान स्थिति क्या है;

(ग) जनजातीय छात्रों के लिए छात्रवृत्ति और कौशल विकास योजनाओं के अंतर्गत कितने लाभार्थियों को सहायता प्रदान की गई है; और

(घ) क्या सरकार पलामू और गढ़वा के जनजाति बहुल क्षेत्रों में शिक्षा, स्वास्थ्य और आजीविका के लिए एक विशेष विकास पैकेज प्रदान करने पर विचार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क) जनजातीय कार्य मंत्रालय देश भर में अनुसूचित जनजातियों के शैक्षिक, सामाजिक तथा आर्थिक विकास हेतु विभिन्न योजनाओं का कार्यान्वयन कर रहा है। इन योजनाओं का उद्देश्य अनुसूचित जनजातियों की शिक्षा, आजीविका, उद्यमशीलता, अवसंरचना तथा सामाजिक-आर्थिक स्थितियों में सुधार लाना है। ये योजनाएं निम्नानुसार हैं:

i. **अनुसूचित जनजाति के विद्यार्थियों के लिए मैट्रिक-पूर्व छात्रवृत्ति:** यह योजना कक्षा IX-X में पढ़ने वाले विद्यार्थियों के लिए लागू है। माता-पिता की आय सभी स्रोतों को मिलाकर

2.50 लाख रुपये प्रति वर्ष से अधिक नहीं होनी चाहिए। दिवा छात्रों को 225 रुपये प्रति माह और छात्रावास में रहने वालों को 525 रुपये प्रति माह की छात्रवृत्ति वर्ष में 10 महीने की अवधि के लिए दी जाती है। छात्रवृत्ति राज्य सरकार/संघ राज्यक्षेत्र प्रशासन के माध्यम से संवितरित की जाती है। पूर्वोत्तर और हिमाचल प्रदेश, उत्तराखंड तथा जम्मू और कश्मीर जैसे पहाड़ी राज्यों/संघ राज्यक्षेत्र जहाँ यह अनुपात 90:10 है, को छोड़कर, सभी राज्यों के लिए केंद्र और राज्यों के बीच वित्तपोषण अनुपात 75:25 है। विधायिका रहित संघ राज्यक्षेत्रों के लिए साझाकरण पद्धति (पैटर्न) 100% केंद्रीय हिस्सा है।

ii. **अनुसूचित जनजाति के विद्यार्थियों के लिए मैट्रिकोत्तर छात्रवृत्ति:** इस योजना का उद्देश्य मैट्रिकोत्तर या माध्यमिकोत्तर स्तर पर अध्ययन कर रहे अनुसूचित जनजाति के विद्यार्थियों को उनकी शिक्षा पूरी करने में सक्षम बनाने के लिए वित्तीय सहायता प्रदान करना है। माता-पिता की आय सभी स्रोतों को मिलाकर 2.50 लाख रुपये प्रति वर्ष से अधिक नहीं होनी चाहिए। शैक्षणिक संस्थानों द्वारा लिए जाने वाले अनिवार्य शुल्क की प्रतिपूर्ति संबंधित राज्य शुल्क निर्धारण समिति द्वारा निर्धारित सीमा के अधीन की जाती है और अध्ययन के पाठ्यक्रम के आधार पर 230 रुपये से 1200 रुपये प्रति माह की छात्रवृत्ति राशि का भुगतान किया जाता है। योजना राज्य सरकारों और संघ राज्यक्षेत्र प्रशासनों द्वारा कार्यान्वित की जाती है। पूर्वोत्तर और हिमाचल प्रदेश, उत्तराखंड और जम्मू तथा कश्मीर जैसे पहाड़ी राज्यों/संघ राज्यक्षेत्र जहां यह अनुपात 90:10 है को छोड़कर, सभी राज्यों के लिए केंद्र और राज्यों के बीच वित्तपोषण अनुपात 75:25 है। बिना विधायिका वाले संघ राज्यक्षेत्रों के लिए साझाकरण पद्धति (पैटर्न) 100% केंद्रीय हिस्सा है।

अनुसूचित जनजाति के छात्रों हेतु उच्चतर शिक्षा के लिए राष्ट्रीय अध्येतावृत्ति एवं छात्रवृत्ति योजना: यह जनजातीय कार्य मंत्रालय द्वारा कार्यान्वित एक केंद्रीय क्षेत्र की योजना है। इस योजना के अंतर्गत दो उप-योजनाएं हैं, अर्थात्:

iii. **(क) अनुसूचित जनजाति के छात्रों हेतु उच्चतर शिक्षा के लिए राष्ट्रीय छात्रवृत्ति योजना (पूर्व में शीर्ष श्रेणी छात्रवृत्ति योजना के नाम से विदित):** इस योजना के अंतर्गत, प्रबंधन, चिकित्सा, अभियांत्रिकी, सूचना प्रौद्योगिकी, विधि (कानून) आदि जैसे पेशेवर (व्यावसायिक) क्षेत्रों में चयनित उत्कृष्ट श्रेणी के सरकारी एवं गैर-सरकारी संस्थानों में स्नातक/स्नातकोत्तर पाठ्यक्रम करने हेतु छात्रवृत्ति प्रदान की जाती है। मंत्रालय द्वारा अधिसूचित 265 संस्थानों में अध्ययनरत तथा जिनके माता-पिता की वार्षिक आय 6.0 लाख रुपये से अधिक न हो, ऐसे सभी अनुसूचित जनजाति के छात्र छात्रवृत्ति प्राप्त करने के पात्र हैं। यह योजना वर्ष 2007-08 से प्रारंभ की गई है। **(ख) अनुसूचित जनजाति के छात्रों हेतु उच्चतर शिक्षा के लिए राष्ट्रीय अध्येतावृत्ति (फेलोशिप) योजना**: स्नातकोत्तर उपाधि पूर्ण करने के पश्चात भारत में पीएच.डी. करने वाले मेधावी अनुसूचित जनजाति के छात्रों को छात्रवृत्ति प्रदान करने के लिए यह जनजातीय कार्य मंत्रालय द्वारा पूर्णतः वित्तपोषित एक केंद्रीय क्षेत्र की योजना है। यह योजना वर्ष 2005-06 से प्रारंभ की गई है। प्रतिवर्ष पीएच.डी. हेतु नई अध्येतावृत्तियों की कुल संख्या 750 होगी। स्नातकोत्तर उपाधि में न्यूनतम 55% अंक वाले तथा 36 वर्ष की आयु तक के अनुसूचित जनजाति के छात्र इस योजना के अंतर्गत अध्येतावृत्ति हेतु आवेदन करने के पात्र हैं। अध्येतावृत्ति की राशि विश्वविद्यालय अनुदान आयोग (यूजीसी) की दरों के समकक्ष है।

iv. **अनुसूचित जनजाति के छात्रों हेतु राष्ट्रीय समुद्रपारीय छात्रवृत्ति:** यह जनजातीय कार्य मंत्रालय की एक केंद्रीय क्षेत्र की योजना है, जिसके अंतर्गत मेधावी अनुसूचित जनजाति (एसटी) छात्रों को विदेश में शीर्ष 1000 रैंक (नवीनतम क्यूएस विश्व रैंकिंग के अनुसार) वाले संस्थानों/विश्वविद्यालयों में उच्च शिक्षा प्राप्त करने हेतु छात्रवृत्तियां प्रदान की जाती हैं। यह योजना वर्ष 1954-55 से प्रारंभ की गई है। यह योजना विदेश में स्थित भारतीय दूतावासों/मिशनों, विदेश मंत्रालय के माध्यम से कार्यान्वित की जाती है। प्रतिवर्ष बीस छात्रवृत्तियां प्रदान की जाती हैं। जिन अनुसूचित जनजाति के छात्रों की परिवारिक आय

6.0 लाख रुपये से अधिक नहीं है, वे इस योजना के अंतर्गत छात्रवृत्ति हेतु आवेदन करने के पात्र हैं।

v. **धरती आबा जनजातीय ग्राम उत्कर्ष अभियान:** माननीय प्रधानमंत्री ने धरती आबा जनजातीय ग्राम उत्कर्ष अभियान का शुभारंभ माननीय प्रधानमंत्री ने 2 अक्टूबर, 2024 को धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीएजेजीयूए) का शुभारंभ किया। इस अभियान में 17 लाइन मंत्रालयों द्वारा कार्यान्वित 25 उपाय शामिल हैं और इसका उद्देश्य पाँच वर्षों में 63,843 गाँवों में बुनियादी ढांचे के अंतरों को दूर करना छात्रावासों, आंगनवाड़ी सुविधाओं और सचल चिकित्सा इकाईयों जैसे सामाजिक अवसंरचना प्रदान करना और 30 राज्यों/संघ राज्य क्षेत्रों के 549 जिलों और 2,911 ब्लॉकों में वन धन केंद्र की स्थापना करके 5 करोड़ से अधिक जनजातियों को आजीविका के अवसर प्रदान करना है। इस अभियान का कुल बजटीय परिव्यय 79,156 करोड़ रुपये (केंद्रीय हिस्सा: 56,333 करोड़ रूपये और राज्य हिस्सा: 22,823 करोड़ रूपये) है।

vi. **प्रधानमंत्री जनजाति आदिवासी न्याय महा अभियान (पीएम जनमन):** सरकार ने 18 राज्यों और 1 संघ राज्यक्षेत्र में रहने वाले 75 पीवीटीजी समुदायों के सामाजिक-आर्थिक विकास के लिए प्रधानमंत्री जनजाति आदिवासी न्याय महा अभियान (पीएम जनमन) शुरू किया है। इस मिशन का उद्देश्य तीन वर्षों में सुरक्षित आवास, स्वच्छ पेयजल और स्वच्छता, शिक्षा, स्वास्थ्य और पोषण तक बेहतर पहुँच, सड़क और दूरसंचार सम्पर्क, गैर-विद्युतीकृत आवासों का विद्युतीकरण और स्थायी आजीविका के अवसर जैसी मूलभूत सुविधाएं उपलब्ध कराना है। इन उद्देश्यों को 9 मंत्रालयों द्वारा कार्यान्वित छात्रावास और सचल चिकित्सा इकाइयां (एमएमयू) सहित 11 उपायों के माध्यम से पूरा करने की योजना है। पीएम जनमन का कुल बजटीय परिव्यय 24,104 करोड़ रुपये (केंद्र का हिस्सा: ₹15336 करोड़ और राज्य का हिस्सा: ₹8768 करोड़) है।

vii. **संविधान के अनुच्छेद 275(1) के अंतर्गत अनुदान:** संविधान के अनुच्छेद 275(1) के प्रावधान (परंतुक) के अंतर्गत, अनुसूचित क्षेत्रों में प्रशासन के स्तर को बेहतर बनाने और जनजातीय लोगों के कल्याण हेतु अनुसूचित जनजाति आबादी वाले राज्यों को अनुदान जारी किए जाते हैं। यह एक क्षेत्र विशेष कार्यक्रम है और राज्यों को 100% अनुदान प्रदान किया जाता है। शिक्षा, स्वास्थ्य, कौशल विकास, आजीविका, पेयजल, स्वच्छता आदि के क्षेत्रों में बुनियादी ढाँचे की गतिविधियों में अंतर को पाटने के लिए अनुसूचित जनजाति आबादी की महसूस की गई आवश्यकताओं के आधार पर राज्य सरकारों को निधियां जारी की जाती हैं। .

viii. **अनुसूचित जनजातियों के कल्याण के लिए कार्यरत स्वैच्छिक संगठनों को सहायता अनुदान:** अनुसूचित जनजातियों के कल्याण के लिए कार्यरत स्वैच्छिक संगठनों को सहायता अनुदान योजना के अंतर्गत, मंत्रालय आवासीय विद्यालय, गैर-आवासीय विद्यालय, छात्रावास, सचल औषधालय, दस या अधिक बिस्तरों वाले अस्पताल, आजीविका आदि को कवर करने वाली शिक्षा और स्वास्थ्य के क्षेत्र में परियोजनाओं को वित्तपोषित करता है।

ix. **एकलव्य मॉडल आवासीय विद्यालय (ईएमआरएस):** यह योजना दूरस्थ एवं जनजातीय क्षेत्रों में अनुसूचित जनजाति के छात्रों को गुणवत्तापूर्ण आवासीय शिक्षा प्रदान करती है, जिसका उद्देश्य उन्हें देश की सर्वश्रेष्ठ संस्थाओं के समकक्ष गुणवत्तापूर्ण शिक्षा प्राप्त करने में सक्षम बनाना है। ये विद्यालय जनजातीय छात्रों के सर्वांगीण विकास हेतु सुविधाओं के साथ-साथ आधुनिक शैक्षणिक अवसंरचना उपलब्ध कराते हैं।

x. **प्रधानमंत्री जनजातीय विकास मिशन (पीएमजेवीएम):** यह मिशन मूल्यसंवर्धन, उद्यमिता विकास, विपणन सहायता तथा जनजातीय उत्पादक संगठनों को सुदृढ़ बनाने के माध्यम से अनुसूचित जनजातियों की सतत आजीविका को बढ़ावा देता है, जिसमें लघु

वनोपज तथा अन्य जनजातीय उत्पादों पर आधारित मूल्य श्रृंखलाओं पर विशेष बल दिया जाता है।

xi. **जनजातीय अनुसंधान, सूचना, शिक्षा, संचार एवं कार्यक्रम (टीआरआई-ईसीई):** यह योजना जनजातीय संस्कृति के अनुसंधान, प्रलेखन, क्षमता निर्माण, संरक्षण एवं संवर्धन, जागरूकता सृजन, सूचना प्रसार तथा साक्ष्य-आधारित नीति समर्थन हेतु जनजातीय अनुसंधान संस्थानों को सहायता प्रदान करती है।

xii. **निगरानी, मूल्यांकन, सर्वेक्षण एवं सामाजिक लेखा-परीक्षा (मेस्सा):** यह योजना साक्ष्य-आधारित योजना निर्माण, नीति निर्धारण तथा जनजातीय विकास पहलों के प्रभावी कार्यान्वयन को सुदृढ़ करने हेतु जनजातीय कार्य मंत्रालय द्वारा कार्यान्वित कार्यक्रमों की निगरानी, मूल्यांकन, प्रभाव आकलन, सर्वेक्षण तथा सामाजिक लेखा-परीक्षा को सहायता करती है।

xiii. **अनुसूचित जनजातियों हेतु उद्यम पूंजी निधि (वीसीएफ-एसटी):** यह योजना आय-सृजनकारी उद्यमों की स्थापना एवं विस्तार हेतु अनुसूचित जनजाति के उद्यमियों को रियायती उद्यम पूंजी सहायता प्रदान करने के लिए राष्ट्रीय अनुसूचित जनजाति वित्त एवं विकास निगम (एनएसटीएफडीसी) के माध्यम से कार्यान्वित की जाती है।

xiv. **राष्ट्रीय अनुसूचित जनजाति वित्त एवं विकास निगम (एनएसटीएफडीसी):** जनजातीय कार्य मंत्रालय के अंतर्गत यह एक शीर्ष संगठन है, जिसकी स्थापना विशेष रूप से अनुसूचित जनजातियों के आर्थिक विकास हेतु की गई है और यह आजीविका सृजन के लिए विभिन्न योजनाओं को कार्यान्वित करता है। एनएसटीएफडीसी पात्र अनुसूचित जनजाति समुदायों को रियायती ऋण प्रदान करता है।

उपर्युक्त योजनाओं में से कुछ केन्द्र प्रायोजित हो सकती हैं और अन्य केन्द्रीय क्षेत्र की योजनाएं हो सकती हैं।

(ख) भारत सरकार ने झारखंड राज्य में 91 एकलव्य आदर्श आवासीय विद्यालय (ईएमआरएस) अनुमोदित किए हैं, जिनमें से 30.06.2026 तक 51 ईएमआरएस कार्यात्मक हैं।

(ग) मंत्रालय की छात्रवृत्ति योजनाओं के अंतर्गत, मैट्रिक-पूर्व छात्रवृत्ति योजना के तहत 7.66 लाख अनुसूचित जनजाति छात्रों को सहायता प्रदान की गई है, जबकि मैट्रिकोत्तर छात्रवृत्ति योजना के तहत 17.17 लाख अनुसूचित जनजाति छात्रों को लाभान्वित किया गया है। इसके अतिरिक्त, अनुसूचित जनजाति छात्रों हेतु उच्चतर शिक्षा के लिए राष्ट्रीय अध्येतावृत्ति के अंतर्गत, 2,961 अनुसूचित जनजाति छात्रों को पीएच.डी. अध्येतावृत्ति प्रदान की गई है, जबकि 8,571 अनुसूचित जनजाति छात्रों को उच्चतर शिक्षा (स्नातक/स्नातकोत्तर आदि) हेतु छात्रवृत्तियां प्राप्त हुई हैं।

प्रधानमंत्री जनजातीय विकास मिशन (पीएमजेवीएम) के माध्यम से कार्यान्वित आजीविका उपायों के अंतर्गत, 4,172 वन धन विकास केंद्र (वीडीवीके) स्वीकृत किए गए हैं, जिनसे लगभग 12.48 लाख जनजातीय सदस्य लाभान्वित हो रहे हैं। इसके अतिरिक्त, पीएम-जनमन के वीडीवीके घटक के अंतर्गत, 540 वीडीवीके स्वीकृत किए गए हैं, जिनसे 46,042 लाभार्थी लाभान्वित हो रहे हैं। इसके अलावा, राष्ट्रीय अनुसूचित जनजाति वित्त एवं विकास निगम (एनएसटीएफडीसी) ने पिछले पांच वर्षों के दौरान आय सृजन, स्वरोजगार तथा आजीविका गतिविधियों हेतु 4,95,090 लाभार्थियों को 1,648.39 करोड़ रूपये की रियायती ऋण राशि संवितरित की है।

(घ) सरकार अपनी चल रही योजनाओं के माध्यम से जनजातीय क्षेत्रों के विकास हेतु क्षेत्र-आधारित तथा आवश्यकता-आधारित दृष्टिकोण अपनाती है। झारखंड में, विशेष रूप से कमजोर जनजातीय समूहों (पीवीटीजी) के विकास हेतु पलामू जिले को पीएम-जनमन के अंतर्गत कवर किया गया है, जबकि पात्र जनजातीय गांवों में अवसंरचना तथा बुनियादी सेवाओं की संतृप्ति हेतु गढ़वा जिले को डीएजेजीयूए के अंतर्गत कवर किया गया है। इसके अतिरिक्त, संविधान के अनुच्छेद 275(1) के अंतर्गत पलामू तथा गढ़वा जिलों में एक-एक एकलव्य आदर्श आवासीय विद्यालय (ईएमआरएस) स्वीकृत किया गया है, तथा दोनों विद्यालय कार्यात्मक हैं। तदनुसार, शिक्षा,

स्वास्थ्य, आजीविका तथा अन्य बुनियादी सुविधाओं से संबंधित विकासात्मक उपाय इन चल रही योजनाओं के माध्यम से कार्यान्वित किए जा रहे हैं।

विमानपत्तन सेवाओं पर निजीकरण का प्रभाव

767. श्री कुलदीप इंदौराः

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि:

(क) गत पांच वर्षों के दौरान निजीकरण के लिए प्रस्तावित विमानपत्तनों सहित सार्वजनिक-निजी भागीदारी (पीपीपी) मॉडल के तहत या निजीकरण के माध्यम से संचालित विमानपत्तनों का ब्यौरा क्या है;

(ख) क्या सरकार ने विमानपत्तन शुल्कों, यात्रियों पर वित्तीय बोझ, सेवा की गुणवत्ता, क्षेत्रीय कनेक्टिविटी और कर्मचारियों के हितों पर निजीकरण के प्रभाव के संबंध में कोई स्वतंत्र मूल्यांकन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार और अधिक विमानपत्तनों के निजीकरण से पूर्व सभी हितधारकों से परामर्श करने और प्रभाव मूल्यांकन करने पर विचार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) विमानपत्तनों के निजीकरण के बाद यात्रियों के लिए किफायती सेवाएं सुनिश्चित करने और कर्मचारियों के अधिकारों तथा नौकरी की सुरक्षा हेतु सुरक्षोपाय करने हेतु क्या कदम उठाए गए हैं?

सहकारिता मंत्रालय में राज्य मंत्री; **तथा नागर विमानन मंत्रालय में राज्य मंत्री** (**श्री मुरलीधर मोहोल**):

(क) वर्तमान में, 17 हवाईअड्डों, अर्थात दिल्ली, मुंबई, लखनऊ, अहमदाबाद, मंगलुरु, जयपुर, गुवाहाटी, तिरुवनंतपुरम, हैदराबाद, बेंगलुरु, कोचीन, कन्नूर, दुर्गापुर, मोपा, नवी मुंबई, नोएडा (जेवर) और नागपुर को सार्वजनिक निजी भागीदारी (पीपीपी) मोड के तहत प्रचालित किया जा रहा है। इसके अतिरिक्त, छह छोटे हवाईअड्डों के साथ क्लब/युग्मित किए गए पाँच प्रमुख हवाईअड्डों, नामतः अमृतसर, वाराणसी, भुवनेश्वर, रायपुर और तिरुचिरापल्ली सहित भारतीय विमानपत्तन

प्राधिकरण (एएआई) के ग्यारह ब्राउनफील्ड हवाईअड्डे हैं, जिन्हें पीपीपी के अधीन लाने के लिए पहचाना गया है।

(ख) और (ग) हवाईअड्डों को पीपीपी के तहत प्रचालित करने से निजी निवेश को आकर्षित करने, विश्वस्तरीय हवाईअड्डों के निर्माण, यात्रियों को कुशल और गुणवत्तापूर्ण सेवाएं प्रदान करने में मदद मिली है, जो दिल्ली, मुंबई, बैंगलोर और हैदराबाद हवाईअड्डों की निरंतर उच्च सेवा गुणवत्ता रेटिंग में भी प्रदर्शित होता है। पीपीपी के तहत एएआई द्वारा अपने हवाईअड्डों से प्राप्त राजस्व हिस्सेदारी ने टियर-II और टियर-III शहरों में हवाईअड्डों के विकास में मदद की है। आईआईएम बैंगलोर के माध्यम से हवाईअड्डा क्षेत्र में पीपीपी के प्रभाव और उनके प्रदर्शन का आकलन करने के लिए अध्ययन भी किया गया है। इसके अतिरिक्त, मौजूदा नीति और अनुमोदन फ्रेमवर्क के अनुसार पीपीपी प्रक्रिया निष्पादित की जाती है जिसके तहत विभिन्न चरणों में सक्षम प्राधिकारियों द्वारा प्रस्तावों की जाँच की जाती है और अनुमोदन प्रदान किया जाता है।

(घ) प्रमुख हवाईअड्डों के लिए टैरिफ निर्धारण, स्वतंत्र वैधानिक विनियामक, भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण (एईआरए) द्वारा किया जाता है, जो यह सुनिश्चित करता है कि सभी हितधारकों के हितों को संतुलित करते हुए प्रयोक्ता विकास शुल्क (यूडीएफ) सहित वैमानिकी टैरिफ तर्कसंगत और कुशल हवाईअड्डा प्रचालन का परिचायक बना रहे। एएआई हवाईअड्डों पर पीपीपी के कार्यान्वयन पर, एएआई के कर्मचारियों के पास या तो एएआई के साथ बने रहने या पीपीपी भागीदार के कर्मचारी के रूप में शामिल होने का विकल्प होता है।

प्राकृतिक गैस पाइपलाइन नेटवर्क और प्राकृतिक गैस ग्रिड का विस्तार

768. श्री संदिपनराव आसाराम भुमरेः

श्री ज्ञानेश्वर पाटीलः

डॉ. शिवाजी बंडाप्पा कालगेः

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने देश भर में नेटवर्क का व्यापक क्षेत्रीय विस्तार सुनिश्चित करने के लिए राष्ट्रीय प्राकृतिक गैस पाइपलाइन नेटवर्क का विस्तार किया है;

(ख) यदि हां, तो महाराष्ट्र और मध्य प्रदेश राज्यों सहित तत्संबंधी राज्य/संघ राज्यक्षेत्र-बार ब्यौरा क्या है;

(ग) क्या राष्ट्रीय प्राकृतिक गैस ग्रिड विस्तार योजना के अंतर्गत वितरण नेटवर्क के विस्तार से उद्योगों, घरों और विशेषकर अल्पसेवित क्षेत्रों में प्राकृतिक गैस की आपूर्ति में सुधार हुआ है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या सरकार ने स्वच्छ ऊर्जा के उपयोग को बढ़ावा देने और पारंपरिक जीवाश्म ईंधन पर निर्भरता को कम करने में विस्तारित प्राकृतिक गैस पाइपलाइन अवसंरचना की भूमिका का आकलन किया है और यदि हां, तो तत्संबंधी राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है; और

(ङ) क्या सरकार ने वर्तमान प्राकृतिक गैस पाइपलाइन परियोजनाओं को समय पर पूरा करने और उनका प्रभावी कार्यान्वयन सुनिश्चित करने के लिए कोई निगरानी और जवाबदेही तंत्र स्थापित किया है और यदि हां, तो विशेषकर महाराष्ट्र और मध्य प्रदेश राज्यों के संदर्भ में तत्संबंधी राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) और (ख) पेट्रोलियम एवं प्राकृतिक गैस नियामक बोर्ड (पीएनजीआरबी) विभिन्न कम्पनियों को प्राकृतिक गैस पाइपलाइन बिछाने, निर्माण करने, प्रचालन करने और विस्तार करने के लिए प्राधिकार प्रदान करने वाला प्राधिकरण है। मार्च 2026 तक, पीएनजीआरबी ने पुरे देश मे राष्ट्रीय गैस ग्रिड के निर्माण के लिए लगभग 33,027 किलोमीटर के कॉमन कैरियर प्राकृतिक गैस पाइपलाइन को प्राधिकृत किया है। लद्दाख, अंडमान एवं निकोबार द्वीप समूह और लक्षद्वीप को

छोड़कर सभी राज्य और केंद्र शासित प्रदेश पीएनजीआरबी द्वारा प्राधिकृत प्राकृतिक गैस पाइपलाइन नेटवर्क के अंतर्गत आते हैं।

पीएनजीआरबी द्वारा प्राधिकृत कॉमन कैरियर प्राकृतिक गैस पाइपलाइन नेटवर्क जिसमें महाराष्ट्र और मध्य प्रदेश शामिल हैं, का ब्यौरा संलग्न **विवरण-I** में दिया गया है।

(ग) और (घ) मार्च 2026 तक प्रचालित प्राकृतिक गैस पाइपलाइन नेटवर्क सितंबर 2014 में 15,340 किलोमीटर से बढ़कर मार्च 2026 तक 27,905 किलोमीटर हो गया है। पाइपलाइन का विस्तारित नेटवर्क गैस आपूर्ति के स्रोतों को मांग केंद्रों से जोड़ता है और असेवित और अल्प-सेवित क्षेत्र सहित विभिन्न इलाकों में प्राकृतिक गैस की निर्बाध परिवहन को सुनिश्चित करता है इस तरह यह राष्ट्रीय ऊर्जा कनेक्टिविटी को मज़बूत करता है।

प्राकृतिक गैस पाइपलाइन ग्रिड के विस्तार से नगर गैस वितरण (सीजीडी) नेटवर्क, उद्योग, विद्युत संयंत्र और घरों तक प्राकृतिक गैस की पहुँच में काफ़ी सुधार हुआ है। दिनांक 31.05.2026 तक, घरेलू पीएनजी कनेक्शनों की संख्या 2013-14 में 22 लाख से बढ़कर वर्तमान मे लगभग 170 लाख हो गया है। इसके अलावा, प्राधिकृत कंपनियों ने संबंधित भौगोलिक क्षेत्रों में स्वच्छ ऊर्जा को समर्थित करने के लिए 8,936 सीएनजी स्टेशन स्थापित किए हैं और 22,256 उद्योग और 52,143 वाणिज्यिक कनेक्शन दिया है।

देश भर में प्राकृतिक गैस पाइपलाइन ग्रिड के विस्तार से प्राकृतिक गैस के प्रयोग मे महत्वपूर्ण वृद्धि हुई है जिसने कोयले और कच्चे तेल जैसे पारंपरिक जीवाश्म ईंधन पर भारत की निर्भरता कम करने में अहम भूमिका निभाई है। देश में प्राकृतिक गैस की खपत 2014 में लगभग 138 मिलियन मीट्रिक स्टैंडर्ड क्यूबिक मीटर प्रति दिन (एमएमएससीएमडी) से बढ़कर 2025 में लगभग 188 एमएमएससीएमडी हो गई है। पाइपलाइन और सीजीडी नेटवर्क के विस्तार के साथ, गाड़ियों में परिवहन इंधन के रुप मे सीएनजी का प्रयोग (इसकी कम लागत और कम उत्सर्जन के कारण) बढ़ रहा है। इससे पेट्रोल और डीज़ल की मांग भी कम हुई है, जो कच्चे तेल से शोधित किए

जाते हैं। इसी तरह, जो उद्योग पहले भट्ठी का तेल और डीज़ल पर निर्भर थीं, वे भी प्रगतिशील रूप में प्राकृतिक गैस (मुख्य रूप से पाइप्ड प्राकृतिक गैस के रूप में) की ओर स्थानांतरित रही हैं।

सीएनजी स्टेशनों और पीएनजी कनेक्शनों की राज्य/केंद्र शासित प्रदेश-वार ब्यौरा संलग्न **विवरण-II** में दिया गया है।

(ड़) देश भर में (महाराष्ट्र और मध्य प्रदेश राज्यों सहित) संचालित प्राकृतिक गैस पाइपलाइन परियोजनाओं को समय पर पूरा करने और उनके प्रभावी कार्यान्वयन को सुनिश्चित करने के लिए, सरकार संबंधित राज्य सरकारों और क्रियान्वित एजेंसियों के साथ लगातार समीक्षा और समन्वय करती है जिसका उद्देश्य भूमि के 'उपयोग का अधिकार' (आरओयू) हासिल करने, वन और पर्यावरण संबंधी अनुमतियां लेने, तथा नदियों, नहरों, रेलवे, राष्ट्रीय राजमार्गों आदि को पार करने के लिए अनुमोदन प्राप्त करने जैसी चुनौतियों का समाधान करना है।

वाणिज्य और उद्योग मंत्रालय के 'उद्योग और आंतरिक व्यापार संवर्धन विभाग' द्वारा 22.09.2021 को 'राष्ट्रीय एकल विंडो प्रणाली' (एनएसडब्ल्यूएस) का शुभारंभ किया गया था जो हितधारकों को समस्याओं की पहचान करने और आवश्यक अनुमोदन और मंजूरी प्राप्त करने के लिए एक मंच प्रदान करता है। पाइपलाइन और सीजीडी अवसंरचना के विकास के लिए, कंपनियां एनएसडब्ल्यूएस पोर्टल पर मंजूरी और अनुमोदन के लिए आवेदन कर सकती हैं। 'नो योर अप्रूवल्स' (केवाईए) मॉड्यूल में 32 केंद्रीय विभागों और 35 राज्यों के लिए मार्गदर्शन शामिल है।

सरकार ने पीएम गतिशक्ति राष्ट्रीय मास्टर प्लान, नामक एकीकृत योजना का शुभारंभ किया है। जो व्यक्तियो, सामान और सेवाओं के निर्बाध आवाजाही को सुनिश्चित करने के लिए मौजूदा कमियों को दूर करेगा। इसका उदेश्य जीवन-स्तर को आसान बनाना, व्यापार करने की सुगमता, रुकावटों को कम करना और कम लागत में प्रभावी तरीके से कार्य को पूरा करना है।

हाल ही में, देश भर में पाइपलाइन अवसंरचना, विशेषकर सीजीडी का निर्धारित समय-सीमा मे विस्तार करने के लिए आवश्यक वस्तु कानून, 1955' के तहत 24.03.2026 का एक व्यापक नियंत्रण आदेश जारी किया गया है। यह आदेश 'मार्ग का अधिकार' (आरओडब्लू) और

अनुमोदन देने के लिए एकीकृत ढांचा तैयार करता है जिसमें मंज़ूरी के लिए सख्त समय-सीमा तय की गई है, देरी होने पर 'मान्य अनुमोदन' की व्यवस्था है और सरकारी अधिकारियों द्वारा बिना अधिकार के कोई भी शुल्क लगाने पर रोक लगाई गई है। यह आदेश बिना भेदभाव के और निर्धारित समय-सीमा मे मंज़ूरी सुनिश्चित करके रिहायशी और निजी इलाकों में पाइपलाइन बिछाने से संबंधित समस्या का समाधान करता है।

विवरण-I

पीएनजीआरबी द्वारा अधिकृत कॉमन कैरियर नेचुरल गैस पाइपलाइन (दिनांक की स्थिति के अनुसार 31.03.2026)

क्र. सं.	**प्राकृतिक गैस पाइपलाइनों के नाम**	**इकाई**	**ऑथराइज़्ड लंबाई (कि.मी.)**	**जिन राज्यों से पाइपलाइन गुज़रती है**
1.	असम क्षेत्रीय नेटवर्क	गेल	8	असम
2.	कावेरी बेसिन नेटवर्क	गेल	240	पुडुचेरी और तमिलनाडु
3.	हजीरा-विजयपुर-जगदीशपुर - जीआरईपी (गैस पुनर्वास और विस्तार परियोजना)- दहेज-विजयपुर एचवीजे/वीडीपीएल	गेल	6,169	उत्तर प्रदेश, मध्य प्रदेश, राजस्थान, गुजरात, हरियाणा, दिल्ली और उत्तराखंड
4.	दहेज-विजयपुर (डीवीपीएल) - विजयपुर-दादरी (जीआरईपी) अपग्रेडेशन डीवीपीएल 2 और वीडीपीएल			
5.	काकीनाडा-हैदराबाद- उरण - अहमदाबाद (पूर्व पश्चिम पाइपलाइन)	जनहित याचिका	1,459	आंध्र प्रदेश, गुजरात, महाराष्ट्र, तेलंगाना और कर्नाटक
6.	दहेज-उरण-पनवेल-दाभोल	गेल	920	गुजरात, महाराष्ट्र, केंद्र शासित प्रदेश दादरा

				और नगर हवेली और दमन और दीव
7.	केजी बेसिन नेटवर्क	गेल	878	आंध्र प्रदेश
8.	गुजरात क्षेत्रीय नेटवर्क	गेल	609	गुजरात
9.	अगरतला क्षेत्रीय नेटवर्क	गेल	55	त्रिपुरा
10.	दादरी-पानीपत	आईओसीएल	132	हरियाणा और उत्तर प्रदेश
11.	मुंबई क्षेत्रीय नेटवर्क	गेल	129	महाराष्ट्र
12.	उरान-ट्रॉम्बे	ओएनजीसी	24	महाराष्ट्र
13.	उच्च दाब गुजरात गैस ग्रिड	जीएसपीएल	2,860	गुजरात
14.	हजीरा-अंकलेश्वर (एचएपीआई)	जीजीएल	73	गुजरात
15.	कम दबाव वाला गुजरात गैस ग्रिड	जीएसपीएल	58	गुजरात
16.	शहडोल-फूलपुर	आरजीपीएल	312	मध्य प्रदेश और उत्तर प्रदेश
17.	असम क्षेत्रीय नेटवर्क	एजीसीएल	105	असम
18.	दुकली-महाराजगंज	गेल	5.2	अगरतला
19.	उरण-तलोजा	डीएफपीसीएल	42	महाराष्ट्र
20.	चैनसा-झज्जर-हिसार	गेल	455	हरियाणा, राजस्थान और दिल्ली
21.	दादरी-बवाना-नांगल	गेल	921	पंजाब, हरियाणा, उत्तर प्रदेश, उत्तराखंड , दिल्ली और हिमाचल प्रदेश
22.	एन्नोर - नेल्लोर	जीटीआईएल	220	आंध्र प्रदेश, तमिलनाडु

23.	काकीनाडा-विजयवाड़ा-नेल्लोर	आईएमसी	667	आंध्र प्रदेश
24.	कनाई - छाता - पानीतर	एचपीपीएल	317	पश्चिम बंगाल
25.	हजारीबाग -रांची	आईओसीएल	71	झारखंड
26.	गुरदासपुर -जम्मू	गेल	160	केंद्र शासित प्रदेश जम्मू और कश्मीर, पंजाब
27.	कोच्चि- कन्याकुमारी - थूथुकुडी	आईओसीएल	425	केरल, तमिलनाडु
28.	मेहसाणा भटिंडा	जीआईजीएल	1,943	गुजरात, राजस्थान, हरियाणा, पंजाब
29.	भटिंडा - गुरदासपुर	जीआईजीएल	261	पंजाब
30.	मल्लावरम - भोपाल - भीलवाड़ा - विजयपुर	जीआईटीएल	1,881	आंध्र प्रदेश, तेलंगाना , महाराष्ट्र, मध्य प्रदेश, राजस्थान, गुजरात
31.	दाभोल - बैंगलोर	गेल	1,414	महाराष्ट्र, कर्नाटक, गोवा
32.	कोच्चि- कूट्टनद -बैंगलोर-मंगलोर	गेल	1,104	केरल, तमिलनाडु, कर्नाटक, केंद्र शासित प्रदेश पुडुचेरी
33.	एन्नोर-तूतीकोरिन	आईओसीएल	1,431	तमिलनाडु, कर्नाटक, आंध्र प्रदेश, केंद्र शासित प्रदेश पुडुचेरी
34.	जगदीशपुर-हल्दिया-बोकारो धमरा-पारादीप - बरौनी-गुवाहाटी	गेल	3,546	उत्तर प्रदेश, बिहार, झारखंड, पश्चिम बंगाल, ओडिशा , असम
35.	उत्तर-पूर्व प्राकृतिक गैस पाइपलाइन ग्रिड	आईजीजीएल	1,688	असम, मिजोरम, मणिपुर, अरुणाचल प्रदेश, त्रिपुरा, नागालैंड, मेघालय और सिक्किम,

				पश्चिम बंगाल
36.	मुंबई-नागपुर -झारसुगुड़ा	गेल	1,755	महाराष्ट्र, मध्य प्रदेश, छत्तीसगढ़ और ओडिशा
37.	श्रीकाकुलम-अंगुल	गेल	690	आंध्र प्रदेश, ओडिशा
कुल			**33027.2**	

स्रोत: पीएनजीआरबी

पाइपलाइन डेटा जवाबों में इस्तेमाल की गई शब्दावली/संक्षिप्त रूप

संक्षेपाक्षर	**पूर्ण प्रपत्र**
पीएनजीआरबी	पेट्रोलियम और प्राकृतिक गैस नियामक बोर्ड
एनजीपीएल	प्राकृतिक गैस पाइपलाइन
एमएमएससीएमडी	मिलियन मीट्रिक मानक घन मीटर प्रति दिन
के.एम.	किलोमीटर
केन्द्र शासित प्रदेशों	केंद्र शासित प्रदेश
गेल	गेल (इंडिया) लिमिटेड
जनहित याचिका	पाइपलाइन इंफ्रास्ट्रक्चर लिमिटेड
आईओसीएल	इंडियन ऑयल कॉर्पोरेशन लिमिटेड
ओएनजीसी	तेल और प्राकृतिक गैस निगम लिमिटेड
जीएसपीएल	गुजरात स्टेट पेट्रोनेट लिमिटेड

जीजीएल	गुजरात गैस लिमिटेड
आरजीपीएल	रिलायंस गैस पाइपलाइन्स लिमिटेड
एजीसीएल	असम गैस कंपनी लिमिटेड
डीएफपीसीएल	दीपक फर्टिलाइजर्स एंड पेट्रोकेमिकल्स कॉर्पोरेशन लिमिटेड

विवरण-II

देश भर में सीएनजी स्टेशन और पीएनजी कनेक्शन की राज्य/ केंद्र शासित प्रदेश के हिसाब से जानकारी (दिनांक 31 मई , 2026 की स्थिति के अनुसार)

31.05.2026 तक राज्यवार डेटा				
राज्य/केंद्र शासित प्रदेश	पीएनजी कनेक्शन			सीएनजी स्टेशन
	घरेलू कनेक्शन (संख्या)	वाणिज्यिक कनेक्शन (संख्या)	औद्योगिक कनेक्शन (संख्या)	सीएनजी स्टेशन (संख्या)
आंध्र प्रदेश	2,98,111	717	89	242
अरुणाचल प्रदेश	-	-	-	-
असम	78,455	1,606	488	46
बिहार	3,29,808	389	63	251
चंडीगढ़	34,175	274	98	10
छत्तीसगढ	20,845	2	16	73
दादरा और नगर हवेली	15,194	73	69	6
दमन और दीव	5,868	140	69	6
दिल्ली	19,60,727	4,931	1,898	458
गोवा	20,455	108	59	15
गुजरात	37,23,179	24,764	5,875	1,064
हरियाणा	6,03,123	2,050	3,165	608

31.05.2026 तक राज्यवार डेटा				
राज्य/केंद्र शासित प्रदेश	**पीएनजी कनेक्शन**			**सीएनजी स्टेशन**
	घरेलू कनेक्शन (संख्या)	**वाणिज्यिक कनेक्शन (संख्या)**	**औद्योगिक कनेक्शन (संख्या)**	**सीएनजी स्टेशन (संख्या)**
हिमाचल प्रदेश	14,359	70	18	26
झारखंड	1,96,415	317	42	159
कर्नाटक	6,11,203	1,012	509	520
केरल	1,59,687	391	49	254
मध्य प्रदेश	3,36,953	910	708	428
महाराष्ट्र	47,42,692	6,408	1,456	1,324
मणिपुर	-	-	-	-
मेघालय	-	-	-	4
मिजोरम	-	-	-	-
नागालैंड	-	-	-	-
ओडिशा	1,90,551	285	11	159
पुडुचेरी	121	1	4	15
पंजाब	1,43,031	1,134	401	307
राजस्थान	5,44,070	783	1,920	499
सिक्किम	-	-	-	-
तमिलनाडु	1,40,756	238	147	506
तेलंगाना	2,64,701	243	219	246
त्रिपुरा	71,344	567	48	30
जम्मू और कश्मीर केंद्र शासित प्रदेश	-	-	-	3
केंद्र शासित प्रदेश लद्दाख	-	-	-	-
उत्तर प्रदेश	23,06,333	4,461	4,650	1,375
उत्तराखंड	95,496	223	175	57
पश्चिम बंगाल	1,62,123	46	10	245
कुल योग	**1,70,69,775**	**52,143**	**22,256**	**8,936**

स्रोत: पीएनजीआरबी

FUNCTIONING OF EMRSs

769. SHRI SASIKANTH SENTHIL:

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

(a) the number of Eklavya Model Residential Schools (EMRSs) sanctioned and the number presently functional out of them, State-wise;

(b) the sanctioned and vacant posts of teaching and non-teaching staff in such schools, category-wise;

(c) whether there is a shortfall in enrolment or infrastructure in such schools, if so, the details thereof; and

(d) the steps taken to make all sanctioned schools functional and to fill the vacancies therein?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) The State-wise status of sanctioned and functional Eklavya Model Residential Schools (EMRSs) is as follows-

S.No.	State	Sanctioned EMRS	Functional EMRSs
1	Andhra Pradesh	28	28
2	Arunachal Pradesh	11	5
3	Assam	17	6
4	Bihar	3	2
5	Chhattisgarh	75	75
6	Dadra & Nagar Haveli and Daman & Diu	1	1
7	Gujarat	47	44
8	Himachal Pradesh	4	4
9	Jammu & Kashmir	6	6

10	Jharkhand	91	51
11	Karnataka	12	12
12	Kerala	4	4
13	Ladakh	3	-
14	Madhya Pradesh	71	71
15	Maharashtra	39	37
16	Manipur	21	5
17	Meghalaya	38	2
18	Mizoram	17	11
19	Nagaland	22	3
20	Odisha	114	47
21	Rajasthan	31	31
22	Sikkim	4	4
23	Tamil Nadu	8	8
24	Telangana	23	23
25	Tripura	21	12
26	Uttar Pradesh	4	3
27	Uttarakhand	4	4
28	West Bengal	9	9
	Total	**728**	**508**

(b) to (d) 31 teaching posts and 21 non-teaching posts per EMRS have been sanctioned with classes up to XII having a full strength of 480 students. 9111 teaching & non -teaching staff have already been recruited and examination has been conducted for another batch of 7267 teaching & non -teaching staff for EMRSs across the country. In addition, State Governments have also been advised to depute staff on deputation and contract basis to address the issue of vacancies so that academic activities are not hampered.

The enrolment in EMRSs has increased year by year with more schools made functional. As reported by the respective State/UT EMRS Societies, the number of students enrolled in EMRSs during the last five years is as under:

Academic year	2021-22	2022-23	2023-24	2024-25	2025-26
Student Enrolment in EMRSs	105463	113275	123841	138336	156593

In order to bridge the infrastructure gap in EMRSs, several measures have been taken such as Standardised designs ensuring modern academic facilities, hostels, staff quarters, and sports infrastructure; additional grants for upgradation of old schools; regular monitoring through third-party inspections etc.

Further, National Education Society for Tribal Students (NESTS) continuously follows up with the State Governments and the execution agencies to fast-track construction of EMRSs and to make them functional at the earliest. Besides, State Governments have also been advised to make the EMRS functional in alternative buildings, wherever feasible.

MSMEs SHUT DOWN IN ANDHRA PRADESH

770. SHRI P. V. MIDHUN REDDY:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the total number of Micro, Small and Medium Enterprises (MSMEs) in Andhra Pradesh that have shut down since 2024, sector-wise and year-wise including its comparison to the national closure rate during the same period;

(b) the estimated total employment lost in Andhra Pradesh due to these MSME shutdowns during the last two financial years;

(c) whether the Ministry has assessed the specific vulnerabilities of granite polishing units, aquaculture processors and handloom cooperatives in Anantapur and Kurnool districts of Andhra Pradesh and if so, the details thereof; and

(d) whether the Ministry is considering any central relief package or a special Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE)-backed restructuring facility to support the State's distressed MSME sector and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d) Udyam Registration Portal was launched on 01.07.2020. As on 30.06.2026, the number of Micro, Small and Medium Enterprises (MSMEs) registered in Andhra Pradesh on the Udyam Registration (UR) Portal and Udyam Assist Platform (UAP) was 26.33 lakh since FY 2024-25 and 4,520 MSMEs have been closed/shut down and 48,477 persons were employed in the units that have closed during the same period.

Year-wise and sector-wise total MSMEs closed and employment lost in Andhra Pradesh state and all India is given below:

Financial Year Wise Total MSMEs Closed and Employment Lost in Andhra Pradesh State comparison with All India										
Financial Year	Andhra Pradesh					All India				
	Micro	Small	Medium	Total	Employment	Micro	Small	Medium	Total	Employment
2024-25	1,388	13	-	1,401	22,120	39,128	291	27	39,446	2,60,116
2025-26	2,397	10	-	2,407	20,473	62,529	210	8	62,747	3,70,493
2026-27 (Till 30/06/2026)	706	6	-	712	5,884	18,080	68	6	18,154	1,25,114

Ministry of MSME implements Credit Guarantee Scheme (CGS) for Micro Small Enterprises (MSEs) through Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) to provide credit guarantees for the credit facilities extended to MSEs without the requirement of collateral security or third-party guarantees. Since inception in 2000, till 30.06.2026, a total of 10.2 lakh credit guarantees amounting to Rs. 44,941 crore have been extended to MSEs in Andhra Pradesh.

AVAILABILITY OF FUEL VARIANTS

771. SHRI JAI PRAKASH:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government is aware that motorists are alleged to have been protesting and backlashing over reduced mileage, potential engine damage, and lack of fuel choice; and

(b) if so, the details thereof along with the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) and (b) The Ethanol Blended Petrol (EBP) Programme has been implemented through a phased, scientifically validated and consultative process involving NITI Aayog, automobile manufacturers, Oil Marketing Companies (OMCs), Automotive Research Association of India (ARAI), Society of Indian Automobile Manufacturers (SIAM), Indian Institute of Petroleum (IIP) and other technical institutions.

Ethanol is not a new fuel. It has been used globally for over a century, with countries such as Brazil operating higher ethanol blends for decades. In India, the Ethanol Blended Petrol (EBP) Programme commenced with a pilot in 2001, E5 was introduced in 2006, and although blending remained around 1.53% in 2013-14, it has since been increased progressively in a calibrated manner after creating the necessary production capacity, infrastructure and regulatory framework.

The Government has not received any widespread or substantiated complaints from vehicle manufacturers, automobile associations or consumer organisations regarding engine failure, fuel pump issues, corrosion, water contamination or other performance issues attributable to E20 fuel. The

Government has, however, taken note of certain concerns raised in media and social media, which have been scientifically examined.

Extensive laboratory studies and field trials conducted by ARAI, SIAM, IOCL, IIP and automobile manufacturers covering parameters such as engine durability, drivability, startability, corrosion resistance, material compatibility, emissions and fuel efficiency have confirmed that E20 is safe for use under prescribed standards.

These studies also established that legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear due to E20. These extensive laboratory studies, field validation and real-world operating experience have not established any widespread adverse impact on vehicle performance due to E20 fuel.

The Government's assessment is based not only on laboratory research but also on large-scale experience after nationwide implementation. India witnesses approximately 8 crore vehicles visiting retail outlets every day (around 80% petrol vehicles).

E15+ blended petrol has been in widespread use for over three-and-a-half years and E19-E20 fuel for over two-and-a-half years. More than 20 crore two-wheelers and over 3 crore petrol cars have been operating on these blends without any verified evidence of widespread engine failure or vehicle breakdown attributable to ethanol blending. Manufacturer service data confirm that there is no abnormal corrosion, wear or reduction in vehicle life due to E20 fuel. Manufacturers continue to honour warranty obligations for

vehicles using E20 fuel, providing further confidence in its safety and reliability.

A leading OEM serviced 2.84 crore vehicles during FY 2025-26, including approximately 1.5 crore vehicles that were not originally certified as E20-compatible, and reported no E20-linked corrosion, abnormal wear or reduction in component life. A leading 2-wheeler company has reported similar field experience. One OEM recently stated that data from 1.4 crore E20-operated vehicles tracked over an extended period showed no evidence of ethanol-induced corrosion. ARAI reaffirmed that vehicles undergo rigorous international-standard validation before reaching consumers.

With regard to mileage, studies by Government agencies and automobile manufacturers indicate that fuel efficiency is influenced by several factors, including driving conditions, driving habits and vehicle maintenance. Any reduction in fuel economy in certain E10-designed vehicles is generally limited to about 3-5%, while E20 offers a higher-octane rating, superior anti-knock characteristics, cleaner combustion and smoother engine performance.

According to SIAM and ARAI, E20 improves acceleration and ride quality while reducing carbon emissions. Ethanol's higher-octane number supports modern high-compression engines and its higher heat of vaporisation improves combustion efficiency.

The transition to E20 has also delivered significant national benefits. The Ethanol Blended Petrol Programme has saved over ₹1.97 lakh crore in

foreign exchange, substituted nearly 316 lakh metric tonnes of crude oil, reduced around 952 lakh metric tonnes of CO_2 emissions and transferred over ₹1.66 lakh crore to farmers.

Accordingly, the Government's assertion that "no widespread issues" have been reported is based not on isolated instances but on the cumulative evidence of over 25 years of phased implementation, extensive scientific validation, continuous field experience across crores of vehicles, manufacturer service records, stakeholder consultations, and ongoing quality monitoring.

The Government examines claims circulated on social media in consultation with manufacturers and technical agencies. Many such claims have been found to be exaggerated, misleading or unsupported by technical evidence and no verified evidence of widespread engine damage due to ethanol blending has emerged.

In accordance with the Government's policy for implementation of the Ethanol Blended Petrol (EBP) Programme, Oil Marketing Companies have been directed to supply Ethanol Blended Motor Spirit containing up to 20% ethanol, conforming to the relevant Bureau of Indian Standards (BIS) specifications, across all States and Union Territories.

Further, with effect from 1 April 2026, Ethanol Blended Motor Spirit with a minimum Research Octane Number (RON) of 95 has been notified under the relevant statutory provisions.

The Government's policy is to progressively transition towards cleaner, more efficient and environmentally sustainable fuels in line with the National Policy on Biofuels and India's energy security and emission reduction objectives.

Automobile manufacturers, component suppliers, SIAM, ARAI, testing agencies and Oil Marketing Companies were associated with every stage of the scientific evaluation and phased rollout of E20. E20 was rolled out only after successful validation of fuel systems, engine durability, drivability, reasonable material compatibility and emissions performance. These studies also established that legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear due to E20. Had automobile manufacturers not been fully satisfied with the results, they would neither have validated E20 fuel for older vehicles nor honoured warranty obligations. Having been scientifically validated and accepted by the automobile industry after extensive testing, there is no proposal to revert to E0/E10 petrol. The objective of public policy is to move forward with a superior fuel, not return to an inferior standard.

The transition to E20 has been phased, consultative and scientifically validated, following extensive consultations with automobile manufacturers, ARAI, SIAM, Oil Marketing Companies and other stakeholders. Material compatibility, engine durability, fuel systems, drivability, emissions and performance were comprehensively evaluated before rollout.

Maintaining parallel nationwide supply chains for E0, E10 and E20 petrol across more than one lakh retail outlets would significantly increase logistics complexity, inventory and handling costs. Public policy must balance consumer convenience with energy security, environmental sustainability and farmer welfare.

Once a cleaner and scientifically validated fuel has been adopted, the objective is to move forward with better technology, not revert to an inferior standard.

SUPPLY OF LPG CYLINDERS BY OMCS

772. SHRIMATI MALA ROY:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the details of Liquefied Petroleum Gas (LPG) cylinders supplied by the Oil Marketing Companies (OMCs) from LPG Bottling Plants to LPG distributors during the last one year; and

(b) the details indicating the number of domestic and commercial LPG cylinders supplied, month-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) and (b) The month-wise details of domestic and commercial Liquefied Petroleum Gas (LPG) cylinders supplied by the Oil Marketing Companies (OMCs) from LPG Bottling Plants to LPG distributors during last one year are as below:

Month	Domestic LPG Sales (numbers in crore of 14.2 Kg Equivalent Cylinders)	Commercial LPG Sales (numbers in crore of 19 Kg Equivalent Cylinders)
Jan-2025	17.77	1.26
Feb-2025	15.96	1.18
Mar-2025	17.00	1.14
Apr-2025	15.70	1.10
May-2025	16.58	1.18
Jun-2025	15.70	1.15
Jul-2025	17.27	1.26
Aug-2025	17.12	1.34
Sep-2025	16.82	1.43
Oct-2025	17.28	1.40
Nov-2025	17.00	1.51
Dec-2025	18.21	1.70
Jan-2026	18.16	1.62
Feb-2026	16.96	1.46
Mar-2026	15.63	0.59
Apr-2026	13.96	0.98
May-2026	13.38	1.03
Jun-2026	13.92	0.94

Source: IOCL on behalf of PSU OMCs

NEW LETTERS OF ACCEPTANCE UNDER JJM

773. SHRI KODIKUNNIL SURESH:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the number of new Letters of Acceptance (LoAs) issued under the Jal Jeevan Mission (JJM) since 1 January, 2025, State and project-wise;

(b) the number of LoAs issued in Kerala during the said period, project-wise along with the sanctioned cost, implementing agency, present status and the expected date of completion;

(c) whether any LoAs have been issued for drinking water projects in the Kuttanad region since 1 January, 2025 and if so, the details thereof;

(d) whether any delays in issuing LoAs have affected the implementation of JJM projects in Kerala and other States and if so, the details thereof along with the corrective measures taken thereon;

(e) the details of pending LoAs, State-wise; and

(f) whether the Government proposes to expedite the approval and issue of such pending LoAs, particularly for priority regions such as Kuttanad and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) to (f) 'Drinking Water' is a state subject, and hence, the responsibility of planning, approval, implementation, operation and maintenance (O&M) of drinking water supply schemes, including those under the JJM, lies with State/UT Governments. The Government of India supports the states including Kerala by providing technical and financial assistance.

Since August 2019, Government of India in partnership with States is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal to make provision of

potable water to every rural household of the country, including those in Kuttanad region of Kerala, through functional tap water connection.

As Water is a State subject, project-wise details, *inter alia* including Letters of Acceptance (LoAs) of individual projects for rural water supply are maintained at the level of State Government.

Government has approved the extension of Jal Jeevan Mission (JJM) period up to December 2028 with enhanced outlay and restructured implementation focusing on structural reforms in rural drinking water supply sector under JJM 2.0.

SECOND AIRPORT FOR BENGALURU

774. SHRI P. C. MOHAN:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) the current status of the proposal for a second airport for Bengaluru, including the sites under consideration on Kanakapura Road and Kunigal Road and the extent of land identified at each site;

(b) the status and expected completion date of the feasibility study being conducted for the said project;

(c) the expected timeline for according final approval to the project and commencement of construction thereof;

(d) whether any expansion is planned at the existing Kempegowda International Airport, Bengaluru and if so, the details thereof including the status of Terminal 2 Phase 2;

(e) the present annual and average daily passenger handling capacity of the existing airport along with the actual current average daily passenger footfall; and

(f) the steps being taken to ensure that the existing airport keeps pace with the growing air traffic in Bengaluru till the new airport becomes operational?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (f) Airports Authority of India (AAI) has conducted Pre-feasibility Studies of three sites for development of a second airport in Bengaluru, on the request of Government of Karnataka (GoK). The Pre-feasibility study report has been sent to GoK. Government of India (GoI) has not received any proposal thereafter under Greenfield Airports Policy either from GoK or any airport developer for development of a second Greenfield Airport near Bengaluru.

The current annual and average daily Passenger Handling Capacity of Bengaluru airport is 51.5 million and 141 thousand respectively. The average daily passenger footfall in FY 26-27 till June, 2026 is approximately 123.8 thousand. The terminal capacity at Bengaluru airport is expected to reach 80 Million Passenger per Annum (MPPA) by 2030. This is inclusive of Terminal 2 Phase 2 to increase its capacity from existing 25 MPPA to 45 MPPA.

Concession agreements executed by the Concessioning Authorities and Concessionaires typically specify capacity expansion triggers, where airport expansion needs to be initiated once traffic exceeds certain limit of installed capacity. Further, airport operators prepare master plans and development plans relating to their expansion projects.

CCUS PROJECTS IN MADHYA PRADESH

775. SHRI MAHENDRA SINGH SOLANKY:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government proposes to establish or support Carbon Capture, Utilisation and Storage (CCUS) projects in industrial regions of Madhya Pradesh, particularly in and around the Dewas Parliamentary Constituency, considering the presence of major manufacturing and engineering industries, if so, the details thereof;

(b) whether any refinery, oil marketing installation, gas infrastructure or industrial cluster in Madhya Pradesh has been identified for the pilot implementation of CCUS technologies, if so, the details thereof;

(c) whether the Government proposes to provide financial incentives, technical assistance or public-private partnership support for industries adopting CCUS technologies in the State, if so, the details thereof; and

(d) the steps being taken by the Government to promote low-carbon industrial growth, employment generation and the achievement of India's climate commitments through CCUS in Madhya Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (d) The Ministry of Power is the nodal Ministry for the Carbon Capture, Utilization and Storage (CCUS) programme. Various Public Sector Undertakings (PSUs) in the oil and gas sector are undertaking pilot projects and techno-economic feasibility studies for the deployment of CCUS technologies. As part of these efforts, Bharat Petroleum Corporation Limited (BPCL) is establishing a CO_2 capture demonstration unit at the Bina Refinery.

Further, in line with the CCUS roadmap launched in December 2025, an outlay of INR 20,000 crore has been proposed over the next 5 years in the Union Budget 2026–27 to support the development and deployment of CCUS technologies.

इथेनॉल मिश्रित पेट्रोल का वाहन की कार्यकारिता पर प्रभाव

776. **श्रीमती संजना जाटवः**
श्री मनीश तिवारीः
श्रीमती रूपकुमारी चौधरीः
प्रो. सौगत रायः
तिरु दयानिधि मारनः
श्री किशोरी लालः

डॉ. अमर सिंहः

श्री जय प्रकाशः

डॉ. नामदेव किरसानः

श्री बैन्नी बेहननः

श्री सतपाल ब्रह्मचारीः

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार द्वारा ई20 सहित इथेनॉल मिश्रित पेट्रोल के उपयोग को अनिवार्य किया गया या इसके उपयोग को बढ़ावा दिया जा रहा है और साथ ही ई30 या ई85 जैसे उच्चतर मिश्रणों को पेश करने का कोई प्रस्ताव भी किया गया है और यदि हाँ, तो वर्तमान में निर्धारित इथेनॉल मिश्रण का प्रतिशत तथा विगत तीन वर्षों के दौरान प्रचालित किए गए औसत मिश्रण सहित तत्संबंधी वर्ष-वार ब्यौरा क्या है;

(ख) क्या सरकार ने विशेषकर ई20-पूर्व और अन्य गैर-ई20-अनुकूल वाहनों के संबंध में वाहन मालिकों पर इथेनॉल-मिश्रित पेट्रोल के दीर्घकालिक प्रभाव की दक्षता और अनुकूलता संबंधी कोई वैज्ञानिक/ तकनीकी/स्वतंत्र अध्ययन किया है और यदि हाँ, तो इसके मुख्य निष्कर्ष क्या हैं;

(ग) क्या सरकार को इथेनॉल मिश्रित पेट्रोल के कारण कथित तौर पर इंजन को नुकसान पहुँचने और अन्य यांत्रिक समस्याओं के संबंध में कोई शिकायतें प्राप्त हुई हैं और यदि हाँ, तो तमिलनाडु सहित राज्य/संघ राज्यक्षेत्र-वार तत्संबंधी ब्यौरा क्या है और इस पर क्या कार्रवाई की गई है;

(घ) क्या सरकार ने इथेनॉल मिश्रण का विस्तार करने से पहले वाहन अनुकूलता और उपभोक्ता जागरूकता के संबंध में वाहन निर्माताओं, तेल विपणन कंपनियों (ओएमसी), ईंधन खुदरा विक्रेताओं, उपभोक्ता संगठनों और राज्य सरकारों के साथ परामर्श किया है या उनके लिए कोई दिशानिर्देश जारी किए हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ङ) क्या सरकार ने इथेनॉल मिश्रित पेट्रोल के लिए गुणवत्ता मानक, नियमित गुणवत्ता निरीक्षण, उपभोक्ता परामर्श, अनुकूलता, रखरखाव व वारंटी दिशानिर्देश निर्धारित किए हैं और ईंधन योजकों/निष्पादन संवर्धकों के उपयोग की अनुमति दी है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(च) पुराने वाहनों के लिए ई10 और ई20 ईंधन विकल्प प्रदान करने, ईंधन की गुणवत्ता के मानक, अनुकूलता प्रमाणीकरण, इथेनॉल-अनुकूल वाहनों को बढ़ावा देने तथा संभावित नुकसान के बारे में उपभोक्ता जागरूकता बढ़ाने सहित वाहन मालिकों को प्रतिकूल रूप से प्रभावित किए बगैर उपभोक्ताओं के हितों की रक्षा करने/उन्हें सहायता प्रदान करने के लिए क्या उपाय/दिशानिर्देश प्रस्तावित हैं; और

(छ) ईंधन के कारण होने वाली वाहन क्षति के लिए शिकायत निवारण या मुआवजा तंत्र/रखरखाव संबंधी क्या आवश्यकताएं हैं और इथेनॉल मिश्रण के बावजूद पेट्रोल की कीमतों को नियंत्रित रखने तथा यह सुनिश्चित करने के लिए क्या कदम उठाए गए हैं कि इथेनॉल मिश्रण संबंधी लक्ष्यों का उपभोक्ताओं पर प्रतिकूल प्रभाव न पड़े?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) अभी तक, सरकार ने पेट्रोल में इथेनॉल मिश्रण को 20% से अधिक बढ़ाने का कोई निर्णय नहीं लिया है। उच्चत्तर इथेनॉल मिश्रण के संबंध में भविष्य में कोई भी निर्णय ऑटोमोबाइल विनिर्माता कंपनियों, तेल विपणन कंपनियाँ और अनुसन्धान संस्थानो समेत सभी संबंधित पक्षों के साथ विचार-विमर्श और विस्तृत वैज्ञानिक व तकनीकी अध्धयन के बाद ही लिया जाएगा। हालाँकि, ई85 इंधन (जिसमें 85% इथेनॉल और 15% पेट्रोल निहित है) को विशेष रुप से ऐसे फ़्लेक्स फ़्यूल वाहनों (एफएफवी) में उपयोग के लिए प्रस्तुत किया गया है जो इस इंधन (ई85) के लिए डिज़ाइन और सत्यापित हैं और यह पेट्रोल में देश-भर के आधारभूत इथेनॉल मिश्रण के स्तर में बढ़ोतरी नहीं है।

वर्तमान मे निर्धारित इथेनॉल मिश्रण के प्रतिशत और विगत तीन वर्षों में हासिल की गई औसत मिश्रण और वर्ष-वार का ब्यौरा निम्नानुसार है:

इथेनॉल आपूर्ति वर्ष	औसत मिश्रण (%)
2022-23	~12
2023-24	~14.6
2024-25	~19.2
2025-26 (नवंबर –जून)	20

(ख) से (छ) इथेनॉल कोई नया ईंधन नहीं है। इसका उपयोग विश्व स्तर पर एक सदी से भी अधिक समय से किया जा रहा है, ब्राजील जैसे देश दशकों से इथेनॉल के उच्चतर मिश्रण पर प्रचालन कर रहे हैं। भारत में, ईबीपी कार्यक्रम को नीति आयोग, ऑटोमोबाइल निर्माताओं, तेल विपणन कंपनियों (ओएमसीज), भारतीय ऑटोमोटिव अनुसंधान संघ (एआरएआई), भारतीय ऑटोमोबाइल निर्माता सोसायटी (एसआईएएम), भारतीय पेट्रोलियम संस्थान (आईआईपी) और अन्य तकनीकी संस्थानों को शामिल करते हुए चरणबद्ध, वैज्ञानिक रूप से मान्य और परामर्श प्रक्रिया के माध्यम से लागू किया गया है।

दो दशकों से अधिक की चरणबद्ध नीति विकास, हितधारक परामर्श, वैज्ञानिक मूल्यांकन और क्षमता निर्माण के बाद भारत ने मूल लक्ष्य से पाँच साल पहले ही 20% इथेनॉल मिश्रण के लक्ष्य को हासिल कर लिया है।

वैज्ञानिक अध्ययन, क्षेत्र सत्यापन और व्यापक लोगों के वास्तविक प्रचालन अनुभव से पता चला है कि ई20 एक सुरक्षित, स्वच्छ और तकनीकी रूप से बेहतर ईंधन है जब उसका निर्धारित विनिर्देशों और निर्माता सिफारिशों के अनुसार उपयोग किया जाता है। सरकार का आकलन न केवल प्रयोगशाला अनुसंधान पर आधारित है, बल्कि राष्ट्रव्यापी कार्यान्वयन के बाद बड़े पैमाने पर प्राप्त अनुभव पर भी आधारित है।

यह स्पष्ट है क्योंकि ई15+ मिश्रित पेट्रोल का उपयोग साढ़े तीन वर्षों से भी अधिक समय से व्यापक रूप में किया जा रहा है और ई19-ई20 ईंधन का उपयोग ढाई वर्षों से भी अधिक समय से किया जा रहा है। 20 करोड़ से भी अधिक दोपहिया वाहन और 3 करोड़ से भी अधिक पेट्रोल कारें इन इथेनॉल मिश्रण पर चल रही हैं, जिनमें मिश्रण के कारण हुई व्यापक इंजन विफलता अथवा वाहन ब्रेकडाउन की किसी भी सत्यापित प्रमाण सहित पुष्टि नहीं की गई है। यह बड़े पैमाने पर लोगों के वास्तविक अनुभव के माध्यम से और अधिक मान्य होते हैं। निर्माता सेवा डेटा पुष्टि करता है कि ई20 ईंधन के कारण से वाहन उपयोग काल में कोई भी प्रतिकूल संक्षारण, घिसाव या कमी नहीं देखी गई है। निर्माता, ई20 ईंधन उपयोग करने वाले वाहनों के लिए वारंटी दायित्वों को मान्यता दे रहे हैं, जो इसकी सुरक्षा और विश्वसनीयता को और अधिक विश्वासनीय बनाता है।

देश के सबसे बड़े यात्री वाहन निर्माताओं में से एक ने वित्त वर्ष 2025-26 के दौरान 2.84 करोड़ वाहनों की सर्विसिंग की, जिसमें लगभग 1.5 करोड़ पुराने, गैर-ई20 प्रमाणित वाहन शामिल हैं, जिसमें ई20 के उपयोग से इंजन क्षति या कम्पोनेन्ट पर प्रतिकूल कोई भी प्रभाव रिपोर्ट नहीं किया गया है। इसी तरह, दोपहिया वाहन निर्माताओं में से एक ने व्यापक सर्विस रिकॉर्ड के आधार पर, ई20 पर चलने वाले वाहनों में पहले के ईंधन मिश्रण की तुलना में किसी भी क्षति की कोई घटना प्रस्तुत नहीं हुई है।

ई20 ईंधन के कारण वाहन निर्माताओं, ऑटोमोबाइल संघों या उपभोक्ता संगठनों से सरकार को माइलेज में भारी कमी, स्लो पिक-अप और पेट्रोल टैंक में जंग लगने की व्यापक या प्रमाणित शिकायतें नहीं मिली हैं। सरकार ने मीडिया और सोशल मीडिया में उठाई गई कुछ चिंताओं पर ध्यान दिया है, जिनकी वैज्ञानिक रूप से जांच कराई गई है।

नीति आयोग, आईओसीएल, एआरएआई, आईआईपी और एसआईएएम के तहत अंतर-मंत्रालयी समिति द्वारा व्यापक प्रयोगशाला परीक्षण और क्षेत्र सत्यापन ने पुष्ट किया है की ई20 ईंधन उपयोग प्रतिकूल टूट-फूट अथवा अनुकूलता की समस्या पैदा नहीं करता है।

माइलेज के मामले में, सरकारी एजेंसियों और ऑटोमोबाइल विनिर्माताओं के अध्ययनों से संकेत मिलता है कि ईंधन दक्षता कई कारकों पर निर्भर करती है जिसमे ड्राइविंग की स्थिति, ड्राइविंग की आदतें और गाड़ी का रखरखाव शामिल है। ई10 के लिए डिज़ाइन की गई कुछ गाड़ियों में इंधन संबंधी अर्थव्यवस्था में समान्य रुप से कमी लगभग 3-5% तक ही सीमित होती है, जबकि ई20 ज़्यादा ऑक्टेन रेटिंग, सर्वोतम एंटी-नॉक विशेषताएँ, स्वच्छ कंबशन और निर्विघ्न इंजन कार्य-निष्पादन देता है।

ई20 के वैज्ञानिक मूल्यांकन और चरणबद्ध तरीके से कार्यान्वित करने के हर चरण में ऑटोमोबाइल विनिर्माता, अवयव आपूर्तिकर्ता, एसआईएएम, एआरएआई, परीक्षण एजेंसियां और तेल विपणन कंपनियां शामिल थीं। ई20 को तभी लागू किया गया जब ईंधन प्रणाली, इंजन का टिकाऊपन, वाहन चलाने में आसानी, मटीरियल की अनुकूलता और उत्सर्जन कार्य-निष्पादन का सफल सत्यापन हो गया। इन अध्ययनों से यह भी पता चला कि पुरानी गाड़ियों के कार्य-निष्पादन में कोई विशेष बदलाव नहीं आया और न ही ई20 के कारण उनमें कोई असामान्य टूट-फूट हुई।

एसआईएएम और एआरएआई के अनुसार, ई20 कार्बन उत्सर्जन को कम करते हुए त्वरण और सवारी की गुणवत्ता को बेहतर बनाता है। इथेनॉल का उच्चतर ऑक्टेन नंबर आधुनिक हाई-कम्प्रेशन इंजन को सहयता करता है और इसकी उच्चतम वाष्पीकरण की ऊष्मा दहन दक्षता को बेहतर बनाती है।

ई20 पर बदलाव से देश को महत्वपूर्ण लाभ भी हुए हैं। इथेनॉल-मिश्रित पेट्रोल कार्यक्रम से विदेशी मुद्रा में ₹1.97 लाख करोड़ से ज़्यादा की बचत हुई है,लगभग 316 लाख मीट्रिक टन कच्चे तेल के स्थान पर इथेनॉल का उपयोग हुआ है, कार्बन उत्सर्जन में लगभग 952 लाख मीट्रिक टन की कमी आई है और किसानों को ₹1.66 लाख करोड़ से ज़्यादा की राशि मिली है।

सरकार की नीति है कि जैव-इंधन पर राष्ट्रीय नीति और भारत की ऊर्जा सुरक्षा व उत्सर्जन कम करने के लक्ष्यों के अनुरूप, धीरे-धीरे स्वच्छ, अधिक प्रभावी और पर्यावरण के अनुकूल ईंधन की ओर बढ़ा जाए।

ऑटोमोबाइल विनिर्माताओं, एआरएआई,एसआईएएम, तेल विपणन कंपनियां और अन्य संबंधित पक्षों के साथ व्यापक विचार-विमर्श के बाद, ई20 में बदलाव चरणबद्ध, विचार-विमर्श पर आधारित और वैज्ञानिक रूप से सत्यापित रहा है। लागू करने से पहले मटीरियल की अनुकूलता, इंजन की टिकाऊपन, ईंधन प्रणाली, गाड़ी चलाने में आसानी, उत्सर्जन और कार्य-निष्पादन का व्यापक मूल्यांकन किया गया था।

वृहद परीक्षण के बाद ऑटोमोबाइल उधोग ने ई20 पेट्रोल को वैज्ञानिक रूप से सही माना है और इसे स्वीकार किया है, इसलिए ई0/ई10 पेट्रोल पर वापस लौटने का कोई प्रस्ताव नहीं है। सार्वजनिक नीति का उदेश्य सर्वोत्तम इंधन के ओर अग्रसर होना है, न कि न्यूनतम मानक पर वापस जाना।

एक लाख से अधिक खुदरा बिक्री केंद्र पर ई0, ई10 और ई20 पेट्रोल के लिए अलग-अलग आपूर्ति श्रृंखला बनाए रखने से लॉजिस्टिक्स की जटिलता, इन्वेंट्री और संचालन करने की लागत बहुत बढ़ जाएगी। सार्वजनिक नीति को उपभोक्ताओं की सुविधा और उर्जा सुरक्षा, पर्यावरण की स्थिरता और किसानों के कल्याण के बीच संतुलन बनाना चाहिए।

एक बार जब स्वच्छ और वैज्ञानिक रूप से सत्यापित इंधन अपना लिया जाता है, तो उदेश्य बेहतर प्रौद्योगिकी के साथ आगे बढ़ना होता है, न कि न्यूनतम मानक पर वापस जाना।

सार्वजनिक क्षेत्र की तेल विपणन कंपनियों (ओएमसी) ने उपभोक्ताओं की शिकायतों और सुझावों (जिनमें ई20 फ़्यूल से जुड़ी शिकायतें भी शामिल हैं) को प्राप्त करने, उनकी जांच करने और उसे निपटाने के लिए मज़बूत तंत्र बनाया हैं। उपभोक्ता कई ऑफ़लाइन और ऑनलाइन चैनलों के माध्यम से अपनी शिकायतें दर्ज करा सकते हैं, जिसमे सभी खुदरा बिक्री केंद्र पर उपलब्ध शिकायत/सुझाव पंजिका, समर्थित टोल-फ़्री ग्राहक सेवा नंबर, कंपनी की वेबसाइट और मोबाइल ऐप, ग्राहक संबंध प्रबंधन (सीआरएम) प्रणाली, सोशल मीडिया प्लेटफ़ॉर्म, ईमेल और केंद्रीकृत लोक शिकायत निवारण और निगरानी प्रणाली (सीपीजीआरएएमएस) शामिल है। शिकायतों का त्वरित निपटान के लिए डीलरों और संबंधित क्षेत्र अधिकारियों की संपर्क विवरण खुदरा बिक्री केंद्र

पर स्पष्ट रुप से पर दिखाई जाती हैं। इन चैनलों के माध्यम से मिलने वाली सभी शिकायतों की ठीक से जांच की जाती है और ओएमसी के निर्धारित नियमों के अनुसार निर्धारित समय-सीमा के भीतर उनका निपटान किया जाता है।

उपभोक्ताओं को ई20 इंधन की सभी पेट्रोल गाड़ियों के साथ तकनीकी अनुकूलता बिना किसी कर्य-निष्पादन समस्या के और इथेनॉल मिश्रण से पर्यावरण और उर्जा सुरक्षा को होने वाले लाभ के संबंध में जागरूक करने के लिए जन जागरूकता कार्यक्रम भी चलाए जाते हैं। शिकायत निवारण प्रणाली के माध्यम से प्राप्त होने वाले उपभोक्ताओं के फ़ीडबैक की ओएमसी नियमित रूप से निगरानी करती हैं और इथेनॉल मिश्रित पेट्रोल (ईबीपी) कार्यक्रम को आगे बढ़ाते हुए उपभोक्ताओं का भरोसा बनाए रखने के लिए जहाँ भी आवश्यक हो, उचित सुधारात्मक कदम उठाए जाते हैं।

PETROLEUM AND NATURAL GAS SUPPLY SECURITY

777. SHRI DAMODAR AGRAWAL:
SHRI TEJASVI SURYA:
SHRIMATI RACHNA BANERJEE:
SHRI SHANKAR LALWANI:
SHRI VIJAY BAGHEL:
SHRI KRISHNA PRASAD TENNETI:
SHRI CHANDAN CHAUHAN:
SHRIMATI KAMALJEET SEHRAWAT:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has undertaken a review and assessment of India's crude oil, Liquefied Natural Gas (LNG) and petroleum products import

strategy in view of the recent geopolitical developments in West Asia and their likely impact on the country's energy security, if so the details thereof;

(b) the details of the immediate and contingency measures adopted by the Government to ensure uninterrupted availability of crude oil, petroleum products and natural gas across the country during such situations;

(c) the steps taken by the Government to diversify import sources and strengthen the country's Strategic Petroleum Reserves (SPRs);

(d) whether the Government has formulated a long-term strategy to address such contingencies, including measures such as diversification of import sources, expansion of Strategic Petroleum Reserves (SPRs), domestic production, alternative energy and strengthening the resilience of the energy supply chain; and

(e) if so, the details and the action plan thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (e) To strengthen energy security and reduce supply risks, Government continuously monitors and assesses the threats, which can lead to potential supply disruptions to energy supplies.

To strengthen energy security and minimise supply risks, India has significantly diversified its crude oil sourcing portfolio from 27 countries to 41 countries. Similarly, LNG sourcing has expanded from 6 countries to 15 countries. This diversification has reduced dependence on any particular

country, region or transit route and enhanced India's ability to manage supply disruptions and market volatility. Government, in consultation with Public Sector Oil and Gas Companies and other stakeholders, continuously assesses global supply conditions and acts appropriately to ensure uninterrupted availability of crude oil, LNG and petroleum products.

Government, through a Special Purpose Vehicle called Indian Strategic Petroleum Reserve Limited (ISPRL), have established Strategic Petroleum Reserves (SPR) facilities with total capacity of 5.33 Million Metric Tonnes (MMT) of crude oil at 3 locations in Andhra Pradesh and Karnataka which can act as buffer for short-term supply shocks. In July 2021, Government had also approved the establishment of two additional commercial-cum-strategic petroleum reserve facilities with total storage capacity of 6.5 MMT in Odisha and Karnataka.

The Government have also adopted a multi-pronged strategy to reduce the import dependency on crude oil which, inter alia, include demand substitution by promoting usage of natural gas as fuel/feedstock across the country towards increasing the share of natural gas in economy and moving towards gas based economy, promotion of alternate fuels like Compressed Natural Gas (CNG), Piped Natural Gas (PNG), ethanol, compressed biogas and biodiesel, refinery process improvements, promoting energy efficiency and conservation, efforts for increasing production of oil and natural gas through various policies initiatives, etc. For promoting the use of Compressed Bio Gas

(CBG) as automotive fuel, Sustainable Alternative Towards Affordable Transportation (SATAT) initiative has also been launched.

Further, Government have been taking various steps to boost domestic oil and gas production and reduce dependence on crude oil imports, which, inter-alia, include the following:

i. Policy under PSC regime for early monetization of hydrocarbon discoveries, 2014.

ii. Discovered Small Field Policy, 2015.

iii. Hydrocarbon Exploration and Licensing Policy (HELP), 2016.

iv. Policy for Extension of PSCs, 2016 and 2017.

v. Policy for early monetization of Coal Bed Methane, 2017.

vi. Setting up of National Data Repository, 2017.

vii. Appraisal of Un-appraised areas in Sedimentary Basins under National Seismic Programme, 2017.

viii. Policy framework for extension of PSCs for Discovered Fields and Exploration Blocks under Pre-New Exploration Licensing Policy (Pre-NELP), 2016 and 2017.

ix. Policy to Promote and Incentivize Enhanced Recovery Methods for Oil and Gas, 2018.

x. Policy Framework for exploration and exploitation of Unconventional Hydrocarbons under Existing Production Sharing Contracts (PSCs), Coal Bed Methane (CBM) Contracts and Nomination Fields, 2018.

xi. Natural Gas Marketing Reforms, 2020.

xii. Lower Royalty Rates, Zero Revenue Share (till Windfall Gain) and no drilling commitment in Phase-I in OALP Blocks under Category II and III basins to attract bidders.

xiii. Release of about 1 Million Sq. Km. (SKM) 'No-Go' area in offshore which were blocked for exploration for decades.

xiv. Government is also spending about Rs.7500 Cr. for acquisition of seismic data in onland and offshore areas and drilling of stratigraphic wells to make quality data of Indian Sedimentary Basins available to bidders. Government has approved acquisition of additional 2D Seismic data of 20,000 LKM in onland and 30,000 LKM in offshore beyond Exclusive Economic Zone (EEZ) of India.

शहरी विकास क्षेत्र में मुख्य बाधाएं

778. श्री संजय हरिभाऊ जाधवः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) महाराष्ट्र के शहरों में शहरी विकास क्षेत्र की मुख्य बाधाओं, जैसे कि आवास परियोजनाओं के पूरा होने में देरी, खराब शहरी अवसंरचना, शहरी जीवन की बढ़ती लागत तथा अपशिष्ट प्रबंधन और जलापूर्ति से संबंधित मुद्दों का ब्यौरा क्या है; और

(ख) डिजिटल गवर्नेंस के माध्यम से संधारणीय शहरी गतिशीलता, किफायती आवास और जीवन सुगमता को बढ़ावा देने के लिए की गई पहलों के साथ-साथ प्रधान मंत्री आवास योजना-शहरी (पीएमएवाई-यू), स्मार्ट सिटीज मिशन (एससीएम), अटल कायाकल्प और शहरी परिवर्तन मिशन

(अमृत) 2.0 और स्वच्छ भारत मिशन-शहरी (एसबीएम-यू) जैसी विभिन्न केंद्रीय योजनाओं के अंतर्गत उठाए गए कदमों का ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) और (ख) संविधान के अनुच्छेद 243डब्ल्यू के उपबंधों के अनुसार, सातवीं और बारहवीं अनुसूची के संयोजन में, शहरी विकास से संबंधित मामले राज्यों/शहरी स्थानीय निकायों (यूएलबी) के अधिकार क्षेत्र में आते हैं। हालांकि, आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) अपने विभिन्न प्रमुख मिशनों/कार्यक्रमों अर्थात अटल नवीकरण और शहरी परिवर्तन मिशन (अमृत) 2.0, स्वच्छ भारत मिशन-शहरी (एसबीएम-यू) 2.0, प्रधान मंत्री आवास योजना- शहरी (पीएमएवाई-यू), पीएम-ई-बस सेवा स्कीम आदि के माध्यम से राज्यों/संघ राज्य क्षेत्रों (यूटी) को उनके शहरी विकास एजेंडे में कार्यक्रम संबंधी सहायता प्रदान करता है।

इन मिशनों/योजनाओं के माध्यम से केन्द्र सरकार राज्य योजनाओं को अनुमोदित करती है और राज्यों को केन्द्रीय सहायता (सीए) प्रदान करती है। परियोजनाओं का चयन, डिजाइन, अनुमोदन और निष्पादन राज्यों/संघ राज्य क्षेत्रों और शहरों द्वारा किया जाता है। राज्य/संघ राज्य क्षेत्र शहरों/जिलों को निधियां जारी करते हैं।

कार्यान्वयन एजेंसियों के समक्ष आ रही प्रमुख चुनौतियों में विवाद-रहित भूमि की अनुपलब्धता, सांविधिक मजूंरी/अनापत्ति प्रमाण पत्र (एनओसी) प्राप्त करने में विलंब, राज्य/संघ राज्य क्षेत्र/शहरी स्थानीय निकाय द्वारा अन्य संबंधित इंफ्रास्ट्रक्चर का अपर्याप्त प्रावधान, अनुभवी और तकनीकी रूप से कुशल जनशक्ति की कमी आदि शामिल हैं। मंत्रालय के विभिन्न प्रमुख मिशनों/कार्यक्रमों के अंतर्गत परियोजनाओं के कार्यान्वयन में तेजी लाने के लिए प्रगति रिपोर्टों के प्रावधानों, फील्ड दौरे करके समीक्षा करने जैसे विभिन्न संस्थागत ढांचे लागू किए गए हैं। इसके अलावा, इस उद्देश्य के लिए विडियो कॉन्फ्रेंस के माध्यम से राज्यों/संघ राज्य क्षेत्रों में आवधिक समीक्षा बैठकें भी आयोजित की जाती हैं। इसके अतिरिक्त, राज्य सरकारें भी मिशनों के कार्यान्वयन में तेजी लाने की दृष्टि से उनकी प्रगति की निगरानी करती हैं।

अमृत 2.0: मिशन के तहत, राज्यों/संघ राज्य क्षेत्रों को जल आपूर्ति, सीवरेज और सेप्टेज प्रबंधन, जलाशय नवीकरण और पार्कों और हरित स्थानों के क्षेत्रों में इंफ्रास्ट्रक्चर के संवर्धन/सुधार के लिए सहायता प्रदान की जाती है। अमृत 2.0 के तहत शुरू की गई जल आपूर्ति और सीवरेज/सेप्टेज परियोजनाएं लंबी निर्माण अवधि वाली बड़ी इंफ्रास्ट्रक्चर परियोजनाएं हैं। राज्यों/संघ राज्य क्षेत्रों द्वारा समय-समय पर दी गई सूचना के अनुसार, परियोजनाओं के कार्यान्वयन में आने वाली कुछ प्रमुख समस्याओं में भूमि संबंधी मुद्दे, सांविधिक मंजूरियां, कुशल जनशक्ति आदि शामिल हैं।

अमृत 2.0 के तहत, राज्यों/संघ राज्य क्षेत्रों द्वारा प्रस्तुत 1,97,191.86 करोड़ रुपये की 8,777 परियोजनाओं को अनुमोदित किया गया है, जिसमें 1,18,968.38 करोड़ रुपये की 3,572 जल आपूर्ति परियोजनाएं, 71,133.01 करोड़ रुपये की 605 सीवरेज और सेप्टेज प्रबंधन परियोजनाएं, 6,003.34 करोड़ रुपये की 2,951 जलाशय नवीकरण परियोजनाएं और 1,087.12 करोड़ रुपये की 1,649 पार्क परियोजनाएं शामिल हैं।

डिजिटल निगरानी, ऊर्जा दक्षता और आपातकालीन तैयारियों के लिए यह मिशन जल आपूर्ति और सीवरेज/सेप्टेज परियोजनाओं में स्मार्ट घटकों/पर्यवेक्षी नियंत्रण और डेटा अधिग्रहण (एससीएडीए) आधारित संचालन को अपनाने को बढ़ावा देता है। वास्तविक समय की निगरानी और नियंत्रण के लिए स्काडा-आधारित प्रणालियों को बढ़ावा दिया जाता है। डिजिटल निगरानी से गलती का पता लगाने, दबाव प्रबंधन और आपातकालीन प्रतिक्रिया में सुधार होता है। ऊर्जा-कुशल पंपिंग और स्वचालन सिस्टम की विश्वसनीयता को बढ़ाते हैं।

एसबीएम-यू: शहरी आबादी की स्वच्छता संबंधी मांग को पूरा करने के लिए, भारत सरकार ने 2 अक्टूबर, 2014 को खुले में शौच मुक्त (ओडीएफ) के उद्देश्य से और महाराष्ट्र सहित देश के शहरी क्षेत्रों में उत्पन्न नगरपालिका ठोस अपशिष्ट (एमएसडब्ल्यू) के वैज्ञानिक प्रसंस्करण के लिए एसबीएम-यू शुरू किया।

शहरों को निरंतर सहायता प्रदान करने के लिए, एसबीएम-यू 2.0 को 1 अक्टूबर, 2021 को पांच साल की अवधि के लिए शुरू किया गया है, इसका उद्देश्य महाराष्ट्र सहित देश के शहरी क्षेत्रों में उत्पन्न होने वाले सभी प्रकार के अपशिष्ट की सुरक्षित तरीके से सफाई और वैज्ञानिक प्रबंधन को सुनिश्चित करना है जिसमें वैज्ञानिक लैंडफिल में सुरक्षित निपटान, पुराने अपशिष्ट स्थलों का सुधार शामिल है। इसके अलावा, आवासन और शहरी कार्य मंत्रालय समय-समय पर राज्यों/संघ राज्य क्षेत्रों को समस्याओं का समाधान करने और परियोजनाओं को समय पर पूरा करने के लिए बाधाओं को दूर करने हेतु सहायता प्रदान करता है।

एसबीएम-यू पूरे शहरी भारत में स्वच्छता और अपशिष्ट प्रबंधन को बढ़ाने के लिए प्रौद्योगिकी का उपयोग करता है। कार्यक्रम के घटकों की प्रगति की निगरानी करने और उनसे होने वाले लाभ को सुनिश्चित करने के लिए डिजिटल उपकरण और समाधान मुख्य साधन हैं। शोधन प्रौद्योगिकियों का चयन यूएलबी/राज्य सरकारों के लिए खुला है, जिससे वे किसी भी विश्वसनीय तकनीक का चयन कर सकते हैं। यूएलबी नगरपालिका ठोस अपशिष्ट के प्रबंधन के लिए निम्नलिखित प्रौद्योगिकियों सहित उपयुक्त प्रौद्योगिकियों को अपना सकते हैं:

• बायो-मिथेनेशन, माइक्रोबियल कम्पोस्टिंग, वर्मी-कम्पोस्टिंग, एनारोबिक डाइजेशन या बायोडिग्रेडेबल अपशिष्टों के जैव-स्थिरीकरण के लिए कोई अन्य उपयुक्त प्रसंस्करण विधि;

• अपशिष्ट से ऊर्जा बनाने की प्रक्रियाओं में अपशिष्ट के ज्वलनशील अंश के लिए कचरे से प्राप्त ईंधन (आरडीएफ) का उपयोग या ठोस अपशिष्ट आधारित विद्युत संयंत्रों या सीमेंट भट्टों को कच्चा माल के रूप में आपूर्ति करना शामिल है।

आवासन और शहरी कार्य मंत्रालय सभी शहरी क्षेत्रों में गंदगी हटाने वाली सेवाओं के डिजिटलीकरण को बढ़ावा दे रहा है। एमओयूए के राष्ट्रीय शहरी डिजिटल मिशन के तहत, 'ऑनलाइन गवर्नेंस की प्रदायगी के लिए शहरी मंच (उपयोग)' प्लेटफॉर्म 'गाद हटाना/मल गाद प्रबंधन' संबंधी डिजिटल मॉड्यूल प्रदान करता है। राज्य/संघ राज्य क्षेत्र इस मॉड्यूल के माध्यम से पूरी प्रक्रिया को डिजिटल बना सकते हैं।

पीएमएवाई-यू: 'भूमि' और कालोनीकरण' राज्य के विषय हैं। इसलिए, राज्यों/ संघ राज्य क्षेत्रों द्वारा अपने नागरिकों के लिए आवासन संबंधी योजनाएं कार्यान्वित की जाती हैं। हालांकि, आवासन एवं शहरी कार्य मंत्रालय 25.06.2015 से पीएमएवाई-यू के तहत देशभर के पात्र शहरी लाभार्थियों को पक्के मकानों के लिए केंद्रीय सहायता प्रदान करके राज्यों/ संघ राज्य क्षेत्रों के प्रयासों में सहयोग करता है। पीएमएवाई-यू के कार्यान्वयन के अनुभवों से प्राप्त सीख के आधार पर, आवासन एवं शहरी कार्य मंत्रालय ने इस योजना को संशोधित कर 01.09.2024 से पीएमएवाई-यू 2.0 'सभी के लिए आवास' मिशन शुरू किया जिसका उद्देश्य देशभर के शहरी क्षेत्रों में पात्र लाभार्थियों को किफायती लागत पर आवास-निर्माण, खरीद और किराये पर उपलब्ध कराना है। इसके तहत चार श्रेणियों, अर्थात् लाभार्थी आधारित निर्माण (बीएलसी), साझेदारी में किफायती आवास (एएचपी), किफायती किराये पर आवास (एआरएच) और ब्याज सब्सिडी योजना (आईएसएस) के माध्यम से एक करोड़ अतिरिक्त पात्र लाभार्थियों को लाभ पहुंचाया जाएगा। पीएमएवाई-यू और पीएमएवाई-यू 2.0 मांग आधारित योजनाएं हैं। लाभार्थियों की पसंद के आधार पर विभिन्न घटकों के तहत लाभार्थियों का चयन, परियोजनाओं का निर्माण और पात्र लाभार्थियों को पूर्ण रूप से निर्मित हो चुके आवासों के आवंटन सहित निष्पादन राज्यों/संघ राज्य क्षेत्रों द्वारा किया जाता है। मंत्रालय योजना के कार्यान्वयन की प्रगति की निगरानी करने और निर्धारित समय-सीमा के भीतर स्वीकृत मकानों को पूरा करने में तेजी लाने के लिए राज्यों/संघ राज्य क्षेत्रों के साथ नियमित समीक्षा करता है। आवासों को खरीदने की क्षमता को और अधिक बढ़ाने के लिए, पीएमएवाई-यू 2.0 के तहत राज्यों/संघ राज्य क्षेत्रों की हिस्सेदारी अनिवार्य है। अपने न्यूनतम हिस्से के अलावा, राज्य/संघ राज्य क्षेत्र आवासों को खरीदने की क्षमता को और अधिक बढ़ाने के लिए अतिरिक्त टॉप-अप शेयर भी प्रदान कर सकते हैं। पीएमएवाई-यू 2.0 शहरी क्षेत्रों में आवास स्टॉक को किफायती बनाने के लिए उपयुक्त नियामक, राजकोषीय और संस्थागत उपायों के माध्यम से निजी क्षेत्र की भागीदारी को प्रोत्साहित करने के लिए 'किफायती आवास नीतियों' के निर्माण और

कार्यान्वयन के लिए राज्यों/संघ राज्य क्षेत्रों को सहायता प्रदान करता है। योजना के दिशा-निर्देशों को https://pmay-urban.gov.in पर देखा जा सकता है।

इसके अलावा, भारत सरकार ने आर्थिक रूप से कमजोर वर्ग (ईडब्ल्यूएस)/निम्न आय वर्ग (एलआईजी) के लिए कम आय वाले आवास के लिए ऋण जोखिम गारंटी निधि न्यास (सीआरजीएफटीएलआईएच) का पुनर्गठन किया है। इस योजना का उद्देश्य अनुसूचित वाणिज्यिक बैंकों, आवास वित्त कंपनियों (एचएफसी) आदि से लिए गए आवास ऋण पर गारंटी देकर पात्र परिवारों की ऋण पहुंच और योग्यता को बढ़ाना है। इसका उद्देश्य ईडब्ल्यूएस/एलआईजी से संबंधित पीएमएवाई-यू 2.0 के पात्र लाभार्थियों को वित्तीय संस्थाओं से किफायती आवास ऋण के माध्यम से समय पर अपने घरों को पूरा करने में मदद करना है, जिससे कार्यक्रम के उद्देश्यों में सीधे तौर पर योगदान दिया जा सके।

पीएम ई-बस सेवा: स्थायी शहरी आवाजाही को बढ़ावा देने के लिए, भारत सरकार ने 16 अगस्त 2023 को पीएम ई-बस सेवा योजना शुरू की है। 10.07.2026 तक, 26 राज्यों/संघ राज्य क्षेत्रों के 116 शहरों के लिए सभी 10,000 वातानुकूलित ई-बसों को स्वीकृति दी गई है। इस योजना के तहत, सार्वजनिक परिवहन प्रणाली को बढ़ाने, औपचारिक रूप देने और मजबूत करने के लिए बस संचालन के लिए केंद्रीय सहायता के साथ-साथ शहरों को संबद्ध इंफ्रास्ट्रक्चर (बिहाइड- द मीटर पॉवर एंड सिविल) के विकास के लिए एकबारगी केंद्रीय सहायता प्रदान की जा रही है।

IMPLEMENTATION OF PM-SVANIDHI SCHEME

779. SHRI VISHNU DATT SHARMA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Government has assessed the implementation of PM-SVANidhi Scheme in strengthening sustainable livelihoods and formal financial

inclusion of street vendors in smaller towns and heritage tourism centres and if so, the details thereof;

(b) the number of eligible vendors surveyed, issued Certificates of Vending/Letters of Recommendation, sanctioned first, second and third-term loans and provided UPI-linked credit facilities in Katni, Panna and Khajuraho during the last three years;

(c) whether seasonal, mobile, women and tourism-dependent vendors continue to remain outside the scheme and if so, the details thereof along with the reasons therefor;

(d) whether any delays in identification, loan sanction, digital adoption or grievance redressal have been reported and if so, the details thereof; and

(e) the measures proposed to be taken for saturation coverage, vendor infrastructure, financial literacy, digital payments and convergence with urban livelihood and tourism promotion initiatives?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) The PM SVANidhi Scheme was initially implemented in statutory urban areas. The eligibility was also extended to street vendors from surrounding peri-urban areas who vend within the geographical limits of Urban Local Bodies (ULBs). Under the restructured PM SVANidhi Scheme, the coverage of the Scheme is expanded in a phased manner beyond statutory urban areas to include census towns, peri urban areas etc.

Impact assessment studies of the PM SVANidhi scheme was undertaken by Indian School of Business (ISB), Hyderabad in 2023 & 2025. The 2023 study was conducted in 100 Urban Local Bodies (ULBs) across the country covering more than 5,000 beneficiaries and it found that PM SVANidhi was the first loan from a bank for 95% of the beneficiaries and the loan was utilized for expanding their business. The 2025 study was conducted in 99 Urban Local Bodies (ULBs) across the country covering more than 5,000 beneficiaries (with around 60% of the respondents being part of the 2023 study sample) and it found that the average annualized business income among SVANidhi borrowers grew by around 20 percent, between 2023 and 2025.

Around 30 percent of borrowers across all cycles reported holding loans other than PM SVANidhi loans which underscores the scheme's role in building credit histories for vendors who previously had little or no access to formal credit. Further the study also found that between 2023 and 2025, the adoption of digital payments among street vendors rose significantly.

The study also found the scheme's impact extends well beyond business recovery. By easing credit constraints and stabilizing household cash flows, the scheme has enabled vendor families to improve living conditions, strengthen food security, enhance access to health-care, and support children's education.

(b) The identification of street vendors is carried out by States/UTs through surveys conducted under the provisions of the Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014. The responsibility for

conducting surveys, issuing Certificates of Vending etc. rests with the respective Urban Local Bodies and State/UT Governments.

Number of Letters of Recommendation (LoR) issued, Tranche-wise loans sanctioned and disbursed in Katni, Panna and Khajuraho during the last three years (FY 2023-24 to FY 2025-26) is given in the enclosed **Statement**.

UPI-linked RuPay Credit Card has been introduced for beneficiaries who have repaid the second loan tranche. The UPI-linked RuPay Credit Card was launched on 23rd January 2026, and as on 12th July, 2026, number of credit cards issued in Katni, Panna and Khajuraho cities are 14, 2 and 1 respectively.

(c) All street vendors including, seasonal, mobile, women and tourism-dependent vendors are covered under the PM SVANidhi scheme provided they satisfy the eligibility criteria prescribed under the scheme guidelines.

(d)and (e) State/ULBs are responsible for identification of eligible street vendors and mobilisation of new applications under the scheme. As per PM SVANidhi Portal, the average time taken to sanction loan is 23 days. To enhance coverage and ensure wider inclusion of street vendor beneficiaries, the Ministry has undertaken several initiatives, including periodic awareness campaigns through radio jingles, television and newspaper advertisements. States and Union Territories are also regularly provided with Information, Education and Communication (IEC) materials in local languages to facilitate outreach and dissemination of scheme benefits among street vendors. Regular reviews are also conducted with States/UTs/ULBs and banks /lending institutions.

Under the scheme, MoHUA has organized various campaigns and events to enhance outreach to street vendors. After the approval of the restructured PM SVANidhi scheme on 27th August 2025, Lok Kalyan Melas were organized in ULBs from 17th September 2025 to 15th October 2025. Additionally, a special campaign was conducted from 3rd November, 2025 to 2nd December, 2025 across all States and Union Territories in a mission mode to clear pendency at both the bank and ULB levels. ULBs, in collaboration with Digital Payment Aggregators (DPAs), also conduct regular digital literacy camps. To enhance digital onboarding and promote the adoption of cashless payments among street vendors, beneficiaries are provided cashback incentives. A nationwide Special Campaign was also launched by the Ministry from 1st June to 30th June 2026, comprising SVANidhi Mahotsav and Lok Kalyan Melas across States and Union Territories. These Melas promoted the new features of the schemes and supported vendor mobilisation, loan application submission, faster loan disbursement, and digital onboarding of beneficiaries.

Further, the Ministry has issued guidelines to States/UTs for the development of Street Food Hubs under PM SVANidhi to create well-planned, safe and vibrant vending spaces, particularly at locations with high public and tourist footfall.

STATEMENT

NUMBER OF LETTERS OF RECOMMENDATION (LOR) ISSUED, TRANCHE-WISE LOANS SANCTIONED AND DISBURSED IN KATNI, PANNA AND KHAJURAHO DURING THE LAST THREE YEARS (FY 2023-24 TO FY 2025-26) UNDER PM SVANIDHI SCHEME

City	LoR Issued	Loan Sanctions			Loans Disbursed		
		1st Tranche	2nd Tranche	3rd Tranche	1st Tranche	2nd Tranche	3rd Tranche
Katni	1,999	2,684	2,804	1,233	2,765	2,846	1,221
Panna	247	351	462	385	349	471	385
Khajuraho	280	590	405	238	585	402	236

(Data Source: PM SVANidhi Portal)

दरभंगा में शहरी अवसंरचना

780. श्री गोपाल जी ठाकुरः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार तेजी से बढ़ती शहरी आबादी को ध्यान में रखते हुए दरभंगा नगर निगम क्षेत्र में आवास, पेयजल आपूर्ति, सीवरेज, जल निकासी और शहरी अवसंरचना को मजबूत करने के लिए कोई विशेष योजना लागू कर रही है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) पिछले तीन वर्षों के दौरान केंद्र सरकार द्वारा दरभंगा नगर निगम और मिथिला क्षेत्र के अन्य शहरी स्थानीय निकायों के लिए अनुमोदित और जारी की गई निधि का ब्यौरा क्या है;

(ग) प्रधान मंत्री आवास योजना शहरी (पीएमएवाई-यू) के तहत दरभंगा में स्वीकृत, निर्माणाधीन और पूर्ण हो चुके आवासों की वर्तमान स्थिति क्या है; और

(घ) क्या सरकार दरभंगा को शहरी विकास के एक आधुनिक, सुनियोजित और संधारणीय मॉडल के रूप में विकसित करने के लिए किसी विशेष पैकेज या नई परियोजना पर विचार कर रही है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) और (ख) संविधान के अनुच्छेद 243डब्ल्यू के उपबंधों के अनुसार, सातवीं और बारहवीं अनुसूची के संयोजन में, शहरी विकास से संबंधित मामले राज्यों/शहरी स्थानीय निकायों (यूएलबी) के अधिकार क्षेत्र में आते हैं। हालांकि, आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) अपने विभिन्न प्रमुख मिशनों/कार्यक्रमों अर्थात अटल नवीकरण और शहरी परिवर्तन मिशन 2.0 (अमृत 2.0), स्वच्छ भारत मिशन-शहरी 2.0 (एसबीएम-यू 2.0), प्रधान मंत्री आवास योजना- शहरी 2.0 (पीएमएवाई-यू 2.0), आदि के माध्यम से राज्यों/संघ राज्य क्षेत्रों (यूटी) को उनके शहरी विकास एजेंडे में कार्यक्रम संबंधी सहायता प्रदान करता है।

इन मिशनों/स्कीमों के माध्यम से केन्द्र सरकार राज्य योजनाओं को अनुमोदित करती है और राज्यों को केन्द्रीय सहायता (सीए) प्रदान करती है। परियोजनाओं का चयन, डिजाइन, अनुमोदन और निष्पादन राज्यों/संघ राज्य क्षेत्रों और शहरों द्वारा किया जाता है। राज्य/संघ राज्य क्षेत्र शहरों/जिलों को निधियां जारी करते हैं।

(ग) आवासन और शहरी कार्य मंत्रालय बिहार राज्य सहित देश भर में सभी पात्र शहरी लाभार्थियों को बुनियादी नागरिक जन-सुविधाओं के साथ सभी मौसम के अनुकूल पक्के आवास उपलब्ध कराने के उद्देश्य से 25.06.2015 से पीएमएवाई-यू को कार्यान्वित कर रहा है। पीएमएवाई-यू के कार्यान्वयन के अनुभवों से मिली सीख के आधार पर, आवासन और शहरी कार्य मंत्रालय ने योजना को नया रूप दिया है और अगले पांच वर्षों में एक करोड़ अतिरिक्त पात्र लाभार्थियों की सहायता के लिए बिहार राज्य सहित देश भर के शहरी क्षेत्रों में कार्यान्वयन के लिए 01.09.2024 से पीएमएवाई-यू 2.0 'सभी के लिए आवास' मिशन शुरू किया है।

पीएमएवाई-यू और पीएमएवाई-2.0 के तहत बिहार राज्य सरकार द्वारा प्रस्तुत परियोजना प्रस्ताव के आधार पर, दरभंगा नगर निगम सहित मिथिला क्षेत्र के जिलों में कुल 1,42,819 आवासों को अनुमोदित किया गया है। पीएमएवाई-यू और पीएमएवाई-यू 2.0 के तहत मिथिला क्षेत्र (बिहार) में इसकी शुरूआत के बाद से और पिछले तीन वर्षों के दौरान स्वीकृत और निर्माणाधीन और पूर्ण हो चुके आवासों का विवरण तथा केंद्रीय सहायता का जिलावार ब्यौरा संलग्न **विवरण** में दिया गया है।

(घ) जी नहीं, वर्तमान में, आवासन एवं शहरी कार्य मंत्रालय में दरभंगा के लिए कोई विशेष पैकेज विचाराधीन नहीं है।

विवरण

पीएमएवाई-यू और पीएमएवाई-यू 2.0 के तहत मिथिला क्षेत्र (बिहार) में इसकी शुरूआत के बाद से और पिछले तीन वर्षों के दौरान स्वीकृत और निर्माणाधीन और पूर्ण हो चुके आवासों का विवरण तथा केंद्रीय सहायता का जिलावार ब्यौरा

क्रम सं.		जिले	केंद्रीय सहायता का विवरण (₹ करोड़ में)				इसकी शुरूआत से आवासों के निर्माण की वास्तविक प्रगति का विवरण (संख्या में)		
			शुरूआत के बाद से		पिछले तीन वर्षों के दौरान (वित्त वर्ष 2023-26)		अनुमोदित	निर्माणाधीन	पूर्ण/वितरित
			अनुमोदित	जारी	अनुमोदित	जारी			
1	दरभंगा नगर निगम		82.45	60.76	14.27	-	4,216	4,118	3,089
2	मिथिला क्षेत्र के जिले	दरभंगा	336.14	221.44	153.39	56.03	21,126	19,053	7,228
3		मधुबनी	233.26	158.05	52.10	48.96	15,458	13,395	5,296
4		मुजफ्फरपुर	296.96	215.91	96.56	84.46	19,029	17,596	8,125
5		पूर्णिया	380.98	262.22	121.74	62.70	22,933	21,180	8,643
6		सहरसा	355.89	215.14	221.87	136.47	23,675	22,397	9,466
7		बेगूसराय	298.04	214.22	88.86	74.42	19,663	17,844	9,753
8		सीतामढ़ी	315.60	188.33	09.81	83.84	20,935	16,147	7,798

दक्षिणी क्षेत्र के भवन निर्माण कार्यों की स्थिति

781. श्री सुनील कुमार:

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे कि:

(क) केंद्रीय लोक निर्माण विभाग (सीपीडब्ल्यूडी) द्वारा दक्षिणी क्षेत्र के भवन निर्माण कार्यों के लिए भुगतानों को जारी करने में हुई देरी के क्या कारण हैं; और

(ख) क्या यह सुनिश्चित करने के लिए कोई ठोस योजना तैयार की गई है कि इन सभी परियोजनाओं को एक निर्धारित समय-सीमा के भीतर पूरा किया जाए और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) सीपीडब्ल्यूडी परियोजनाओं के निष्पादन में शामिल एजेंसियों को सामान्यत: भुगतान जारी करने में कोई विलंब नहीं हुआ है। तथापि, एजेंसियों द्वारा बिलों का अपूर्ण/प्रस्तुत न किए जाने जैसे कुछ अप्रत्याशित कारणों से उन्हें भुगतान जारी करने में विलंब हो जाता है। ऐसे मामलों में, सीपीडब्ल्यूडी द्वारा एजेंसियों को उनके बिलों में विद्यमान कमियों को दूर करने में हर संभव सहायता प्रदान की जाती है, ताकि उनके भुगतान शीघ्र जारी किए जा सकें।

(ख) सीपीडब्ल्यूडी की प्रत्येक परियोजना में कार्य को एक निश्चित समय-सीमा में पूरा करने के घटक होते हैं और सीपीडब्ल्यूडी यह सुनिश्चित करने के लिए इस पर सख्त निगरानी रखता है ताकि कार्य निर्धारित समय-सीमा के भीतर पूरा हो सके।

ETHANOL BLENDING IN PREMIUM PETROL

782. SHRI GURMEET SINGH MEET HAYER:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the exact percentage of ethanol blended in all premium and high-octane petrol variants sold in the country, including but not limited to XP95, XP100, Speed, Speed 97, Power 95, Power 100 and Shell V-Power, indicating the details brand-wise, Oil Marketing Company (OMC)-wise and grade-wise;

(b) the roadmap, target implementation dates and the future timelines for the introduction or enhancement of ethanol blending concentrations in such premium and high-octane petrol variants including the proposed transition to higher ethanol blends such as E25 or E27; and

(c) whether the Government proposes to mandate all public and private Oil Marketing Companies (OMCs) to prominently display and label the exact current percentage of ethanol blend, such as E0, E10 or E20, on every fuel dispensing nozzles at retail outlets to enable consumers to make informed choices and prevent engine and fuel system degradation, particularly in respect of legacy, classic and imported high-performance vehicles, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) Premium fuels are niche products sold in limited quantities at a significant price premium, as they contain specialised performance-enhancing additives. These are not separate nationwide base fuel streams. Public Sector Oil Marketing Companies (OMCs) have informed that the premium grade

petrol, namely XP100 of Indian Oil Corporation Limited (IOCL), *poWer*100 of Hindustan Petroleum Corporation Limited (HPCL) and Speed100 of Bharat Petroleum Corporation Limited (BPCL), is not blended with ethanol. Across the country, OMCs market ethanol-blended petrol containing up to 20% ethanol by volume under the Ethanol Blended Petrol (EBP) Programme and the premium fuel sales constitutes only 0.5% of the total petrol sales.

(b) So far, no decision has been taken by the Government for increasing ethanol blending with petrol beyond 20%. Any future decision regarding higher ethanol blends will be taken only after detailed scientific and technical studies and consultations with all relevant stakeholders, including automobile manufacturers, Oil Marketing Companies and research institutions.

(c) In accordance with the Government's policy for implementation of the Ethanol Blended Petrol (EBP) Programme, both Public and Private Oil Marketing Companies have been directed to supply Ethanol Blended Motor Spirit containing up to 20% ethanol, conforming to the relevant Bureau of Indian Standards (BIS) specifications, across all States and Union Territories.

Further, with effect from 1 April 2026, Ethanol Blended Motor Spirit with a minimum Research Octane Number (RON) of 95 has been notified under the relevant statutory provisions.

The Government's policy is to progressively transition towards cleaner, more efficient and environmentally sustainable fuels in line with the National Policy on Biofuels and India's energy security and emission reduction objectives.

Automobile manufacturers, component suppliers, SIAM, ARAI, testing agencies and Oil Marketing Companies were associated with every stage of the scientific evaluation and phased rollout of E20. E20 was rolled out only after successful validation of fuel systems, engine durability, drivability, reasonable material compatibility and emissions performance.

These studies also established that legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear due to E20. Had automobile manufacturers not been fully satisfied with the results, they would neither have validated E20 fuel for older vehicles nor honoured warranty obligations.

The Government's assessment is based not only on laboratory research but also on large-scale experience after nationwide implementation. India witnesses approximately 8 crore vehicles visiting retail outlets every day (around 80% petrol vehicles).

E15+ blended petrol has been in widespread use for over three-and-a-half years and E19-E20 fuel for over two-and-a-half years. More than 20 crore two-wheelers and over 3 crore petrol cars have been operating on these blends without any verified evidence of widespread engine failure or vehicle breakdown attributable to ethanol blending. Manufacturer service data confirm that there is no abnormal corrosion, wear or reduction in vehicle life due to E20 fuel. Manufacturers continue to honour warranty obligations for vehicles using E20 fuel, providing further confidence in its safety and reliability.

A leading OEM serviced 2.84 crore vehicles during FY 2025-26, including approximately 1.5 crore vehicles that were not originally certified as E20-compatible, and reported no E20-linked corrosion, abnormal wear or reduction in component life. A leading 2-wheeler company has reported similar field experience. One OEM recently stated that data from 1.4 crore E20-operated vehicles tracked over an extended period showed no evidence of ethanol-induced corrosion. ARAI reaffirmed that vehicles undergo rigorous international-standard validation before reaching consumers.

The transition to E20 has been phased, consultative and scientifically validated, following extensive consultations with automobile manufacturers, ARAI, SIAM, Oil Marketing Companies and other stakeholders. Material compatibility, engine durability, fuel systems, drivability, emissions and performance were comprehensively evaluated before rollout.

Having been scientifically validated and accepted by the automobile industry after extensive testing, there is no proposal to revert to E0/E10 petrol. The objective of public policy is to move forward with a superior fuel, not return to an inferior standard.

Maintaining parallel nationwide supply chains for E0, E10 and E20 petrol across more than one lakh retail outlets would significantly increase logistics complexity, inventory and handling costs. Public policy must balance consumer convenience with energy security, environmental sustainability and farmer welfare.

Once a cleaner and scientifically validated fuel has been adopted, the objective is to move forward with better technology, not revert to an inferior standard.

Public Sector OMCs have informed that currently normal petrol sold at their retail outlets across the country is E20. At present, E0 or E10 petrol is not sold from any retail outlet, hence no display and label on dispensing units have been put up. However, wherever 85% ethanol blended petrol (E85) is sold, the same is prominently displayed on the respective dispensing unit as it is intended for use exclusively in Flex Fuel Vehicles (FFVs).

POWER SUPPLY IN WESTERN UTTAR PRADESH

783. SHRI ZIA UR REHMAN:

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

(a) whether the Government is aware of frequent power outages, inadequate transmission infrastructure and poor power supply in Western Uttar Pradesh;

(b) if so, the details of steps taken to improve power supply, transmission and distribution in the region;

(c) whether similar power sector issues are prevalent in other parts of the country; and

(d) if so, the details of national reforms undertaken to ensure reliable and affordable electricity supply?

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) 1. Present installed generation capacity of the country is 548.86 GW (as on June, 2026). The country has addressed the critical issue of power deficiency by adding 324.7 GW of generation capacity since April, 2014 transforming the country from power deficit to power sufficient. Further, 2,18,267 circuit kilometre (ckm) of Transmission lines, 9,47,405 MVA of Transformation capacity and 84,390 MW of Inter-Regional capacity has been added since 2014. The total inter-regional transmission capacity has become 1,20,340 MW, enabling reliable transfer of power across regions.

2. The details of Power supply position in terms of Energy in the country and in the State of Uttar Pradesh (UP) during last four Financial Years (FY) and current FY 2026-27 (up to June, 2026) are given in the enclosed **Statement-I.** The Energy supplied has been commensurate to the Energy requirement with only a marginal gap which is generally on account of constraints in the State transmission/ distribution network.

3. As reported by Uttar Pradesh Power Transmission Corporation Ltd. (UPPTL), there is adequate transmission infrastructure provision in Western Uttar Pradesh to meet the demand. Continuous steps are taken by UPPTL to supply quality power. Further, as reported by the State, average daily hours of supply details are in the enclosed **Statement -II**.

4. Electricity being a concurrent subject, the supply and distribution of electricity is responsibility of the respective State Government / Utility. Hence, it is the responsibility of the respective utility to take necessary actions to provide reliable and quality power to the consumers. The Central Government supplements the efforts of the State Governments.

The Government have taken the following steps to ensure uninterrupted power supply to all sectors:

4.1 Generation and Storage Planning:

i. As per National Electricity Plan (NEP), installed generation capacity in 2031-32 is likely to be 874 GW. With a view to ensure generation capacity remains ahead of projected peak demand, all the States, in consultation with CEA, have prepared their “Resource Adequacy Plans (RAPs)”, which are dynamic 10-year rolling plans and includes power generation as well as power procurement planning.

ii. All the States were advised to initiate process for creating/ contracting generation capacities; from all generation sources, as per their Resource Adequacy Plans.

iii. In order to augment the power generation capacity, the Government of India has initiated following capacity addition programme:

(a) Thermal Capacity Addition: The projected thermal (coal and lignite) capacity requirement by the year 2035–36 is estimated at approximately 3,15,000 MW as against the 2,11,855 MW installed capacity as on 31.03.2023. To meet this requirement, Ministry of Power

has envisaged to set up an additional minimum 1,05,000 MW coal and lignite based thermal capacity.

Further, following initiatives have also been undertaken: -

(a) Thermal capacities of around 21,080 MW have been commissioned since April 2023 till 30.06.2026. In addition, 47,545 MW of thermal capacity (including 4,845 MW of stressed thermal power projects) is currently under construction. The contracts of 16,000 MW have been awarded and are due for construction. Also, 22,760 MW of coal and lignite-based candidate capacity has been identified which is at various stages of planning in the country.

(b) Hydro Capacity Addition: 13,373 MW of Hydro Electric Projects are under construction. 16,448 MW of Hydro Electric Projects are under various stage of development and targeted to be completed by 2031-32.

(c) Nuclear Capacity Addition: 8000 MW of Nuclear Capacity is under construction and targeted to be completed by 2031-32. 5600 MW of Nuclear Capacity is under various stages of planning and approval.

(d) Renewables Capacity Addition: 1,47,720 MW Renewable Capacity including 119,580 MW of Solar (including Hybrid-Solar) and 27,720 MW of Wind (including Hybrid-wind) is under construction while 47,830 MW of Renewable Capacity including 44,440 MW of Solar is at various stages of planning and targeted to be completed by 2029-30.

(e) Addition of Energy Storage Systems: As on 30.06.2026, 15,870 MW/95,220 MWh Pumped Storage Projects (PSPs) are under

construction. Further, a total of 6,580 MW/39,480 MWh capacity of Pumped Storage Projects (PSPs) are concurred and yet to be taken up for construction. As on 30.06.2026, 15,754 MW/42,530 MWh Battery Energy Storage System (BESS) capacity are under construction, 11,747 MW/38,425 MWh has been awarded and 19,192 MW/67,574 MWh BESS capacity are under tendering stage.

4.2 Promotion of Renewable Energy (RE) Generation:

i. 100% Inter State Transmission System (ISTS) charges have been waived for solar and wind power projects to be commissioned by 30th June 2025 (with waiver tapering off 25% annually till June 2028), for co-located BESS projects commissioned by June 2028, for Hydro PSP projects where construction work awarded by June 2028, for Green Hydrogen Projects commissioned till December 2030 and for offshore wind projects commissioned till December 2032.

ii. 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.

iii. Renewable Energy Implementing Agencies (REIAs) are regularly inviting bids for procurement of RE power.

iv. Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.

v. To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2032.

vi. Laying of new intrastate transmission lines and creating new sub-station capacity has been supported under the Green Energy Corridor Scheme for evacuation of renewable power.

vii. 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.

viii. 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.

ix. To encourage 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.

x. “Strategy for Establishment of Offshore Wind Energy Projects” has been issued.

xi. Green Term Ahead Market (GTAM) has been launched to facilitate sale of RE power through exchanges.

xii. Production Linked Incentive (PLI) scheme has been launched to achieve the objective of localization of supply chain for solar PV Modules.

4.3 Transmission:

Inter and Intra-State Transmission System has been planned and implementation of the same is taken up in matching time frame of generation capacity addition. As per the National Electricity Plan, about 1,91,474 ckm of transmission lines and 1,274 GVA of transformation capacity is planned to be added (at 220 kV and above voltage level) during the ten-year period from 2022-23 to 2031-32.

In addition to the above, the Ministry of Power has issued guidelines dated 14.06.2024, 21.03.2025 and 15.12.2025 regarding the payment of compensation for Right of Way (RoW) for transmission lines, wherein the land rate has been linked to the prevailing market rate. These guidelines address the key challenges of RoW arising from landowners demanding higher compensation than the rates determined by the State Government.

4.4 Distribution:

(a) Further, Government of India has supplemented the efforts of the States earlier through schemes like Deen Dayal Upadhyaya Gram Jyoti Yojana (DDUGJY), Integrated Power Development Scheme (IPDS), Pradhan Mantri Sahaj Bijli Har Ghar Yojana (SAUBHAGYA) and currently under Revamped Distribution Sector Scheme (RDSS), to help them achieve the objective of providing quality and reliable supply of power.

(b) Government of India launched RDSS in July 2021 with the objective of improving the quality and reliability of power supply to consumers through a financially sustainable and operationally efficient distribution Sector. The scheme has an outlay of Rs. 3,03,758 Cr. and estimated Gross Budgetary Support (GBS) from Central Government of Rs. 97,631 Cr. Under the scheme, financial assistance is being provided to the Distribution Utilities (excluding Private Sector Utilities) for loss reduction infrastructure works and smart metering works. Projects worth Rs. 1.53 lakh crore for loss reduction infrastructure and Rs. 1.31 lakh crore for smart metering works have been sanctioned under the scheme which would help improve the reliability and quality of power supply in the country.

(c) In addition to above, to support the power distribution utilities to improve their Aggregate Technical and Commercial (AT&C) losses, the key initiatives taken in addition to RDSS are as under:

i. Additional Borrowing consent of 0.5% of Gross Sate Domestic Product (GSDP) to State Governments, which is conditional on them undertaking specific reforms in the power sector.

ii. Additional Prudential Norms for sanctioning of loans to State owned power utilities contingent on the performance of power distribution utilities against prescribed conditions.

iii. Rules for implementation of Fuel and Power Purchase Cost Adjustment (FPPCA) and cost reflective tariff so as to ensure that all prudent cost for supply of electricity is passed through.

iv. Rules and Standard Operating Procedure issued for proper subsidy accounting and their timely payment.

(d) With the concerted efforts of Central and State Governments, the average hours of supply in rural areas have increased from 12.5 hours in FY 14 to 22.6 hours in FY 26 and in urban areas the same has increased from 22.1 hours in FY 14 to 23.4 hours in FY 26.

STATEMENT-I

Power Supply position in the country and in the State of UP in terms of Energy requirement and Energy supplied

Financial Year (FY)	All India				Uttar Pradesh			
	Energy Requirement	Energy Supplied	Energy not Supplied		Energy Requirement	Energy Supplied	Energy not Supplied	
	(MU)	(MU)	(MU)	(%)	(MU)	(MU)	(MU)	(%)
2022-23	15,13,497	15,05,914	7,583	0.5	1,44,251	1,43,050	1,201	0.8
2023-24	16,26,132	16,22,020	4,112	0.3	1,48,791	1,48,287	504	0.3
2024-25	16,93,959	16,92,369	1,590	0.1	1,65,090	1,64,786	304	0.2
2025-26	17,07,493	17,06,985	508	0.0	163,501	163,475	26	0.0
2026-27 (Upto Jun, 2026)	4,83,117	4,82,435	682	0.1	49,411	49,401	10	0.0

STATEMENT-II

Average daily supply hours of Uttar Pradesh

Month	Rural		Urban			Emergency power cut
	Except Bundelkhand (Scheduled 18 hrs)	Bundelkhand (Scheduled 20 hrs)	Nagar Panchayat (Scheduled 21:30 hrs)	Tehsil Headquarter (Scheduled 21:30 hrs)	Janpad Headquarter (Scheduled 24 hrs)	
April 2025	18:28	20:05	21:31	21:36	24:00	-
May 2025	18:36	20:12	21:35	21:37	24:00	-
June 2025	18:34	20:13	21:36	21:40	24:00	-
July 2025	18:19	20:05	21:30	21:30	24:00	-
August 2025	19:04	20:39	21:55	21:53	24:00	-

September 2025	18:37	20:19	21:44	21:41	24:00	-
October 2025	22:19	22:50	23:15	23:19	24:00	-
November 2025	18:41	20:19	21:37	21:36	24:00	-
December 2025	18:21	20:03	21:31	21:31	24:00	-
January 2026	18:47	20:16	21:39	21:39	24:00	-
February 2026	18:52	20:24	21:44	21:46	24:00	-
March 2026	19:01	20:27	21:53	21:50	24:00	-
April 2026	19:21	20:40	22:02	21:52	24:00	
May 2026	20:04	21:22	22:23	22:26	24:00	-
June 2026	22:51	23:41	23:54	23:56	24:00	-
July 2026 (upto 19-07-26)	22:35	23:38	23:50	23:53	24:00	-

STATUS OF AMRUT 2.0 IN ASSAM

784. SHRI JOYANTA BASUMATARY:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the details and the status of projects sanctioned under AMRUT 2.0 including the number of projects completed, under implementation and pending, State-wise;

(b) the details of the challenges faced in the implementation of the said mission in Assam;

(c) whether the Government has conducted or proposes to conduct any performance assessment of AMRUT 2.0 in Assam;

(d) if so, the details thereof including the assessing authority, the conclusions arrived at and the measures taken thereon and if not, the reasons therefor; and

(e) whether the Government proposes to extend the said mission further, if so, the details thereof including the proposed measures, the tentative timelines and budget to be allocated and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) Atal Mission for Rejuvenation and Urban Transformation 2.0 (AMRUT 2.0) has been launched on 01 October 2021 in all Urban Local Bodies (ULBs)/ cities, enabling the cities to become 'self-reliant' and 'water secure'. Providing universal coverage of sewerage and septage management in 500 AMRUT cities is one of the major focus areas of AMRUT 2.0. Rejuvenation of water bodies, development of green spaces and parks are other components of the Mission.

Under AMRUT 2.0, States/ Union Territories (UTs) are empowered to select, appraise, prioritise and implement the projects within the broad framework of Mission guidelines. Under AMRUT 2.0, the State Water Action Plans (SWAPs) comprising of 8,777 projects worth ₹1,97,191.85 crore including Central share of ₹66,638.59 crore have been approved.

As reported by the States/ UTs on AMRUT 2.0 portal as on 09.07.2026, 7,687 projects worth ₹1,37,130.13 crore (capex cost) have been awarded and total works worth ₹66,472 crore have been physically completed. The status of projects, State-wise are available on the website https://amrut.mohua.gov.in/approvedProjects/state.

(b) As informed by the State of Assam, major challenges in implementation of AMRUT 2.0 projects in the State include identification and availability of suitable land, prolonged monsoon season and frequent rainfall significantly reducing the effective working period for construction activities and, delay in obtaining No Objection Certificates (NOC) and statutory approvals.

(c) and (d) The AMRUT 2.0 guidelines have specific provisions for formation of State High Powered Steering Committee (SHPSC) headed by the Chief Secretary of the State, to monitor and supervise implementation of the scheme at the State/ UT level. State Level Technical Committee (SLTC) headed by the Secretary, Urban Development & Housing Department provides technical support to the SHPSC in monitoring and supervising the scheme at the State level. The Apex Committee constituted under the ambit of Mission guidelines reviews and monitor the performance of the State under the Mission periodically.

For assessment and monitoring of work done under AMRUT 2.0 in the State of Assam, an Independent Review and Monitoring Agencies (IRMAs) has been engaged by the Ministry of Housing and Urban Affairs, which periodically review and monitor the grounded projects in the State. The IRMA

gives project specific observations, which are communicated to the State for rectification. The action taken by the State is further reviewed by the IRMA.

(e) AMRUT 2.0 Mission has been extended till financial year 2026-27, within the existing approved financial outlay for completion of projects.

FOOD PROCESSING PROJECTS IN TAMIL NADU

785. DR. M. K. VISHNU PRASAD:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) the number of food processing projects approved and commenced in Tamil Nadu during the last three years;

(b) the details and present status of the projects including their tentative dates of completion and the financial assistance provided by the Government for each project;

(c) whether the Government has taken any steps to promote and encourage the establishment of additional food processing projects in Tamil Nadu; and

(d) if so, the details of the projects proposed along with the funds allocated and released to Tamil Nadu for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) to (d) In order to promote and ensure overall development of Food Processing Industries, Ministry of Food Processing Industries (MoFPI) has

been incentivizing setting up/ expansion of related infrastructure, through its two Central Sector Scheme viz. Pradhan Mantri Kisan SAMPADA Yojana (PMKSY), Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and a Centrally sponsored PM Formalization of Micro Food Processing Enterprises (PMFME) Scheme. These schemes are demand driven and implemented across the country including Tamil Nadu.

MoFPI does not setup any food processing Industries on its own. However, it incentivizes setting up of such industries through its scheme. The details of projects approved in Tamil Nadu state during the last three years (2023-24 to 2025-26) is given in the enclosed **Statement.**

STATEMENT

A. List of approved projects under Component Scheme of PMKSY in the state of Tamil Nadu, during last three years

S.No	Name of the Project	Date of Approval	Project Cost (Rs in Crores)	Approved Grant-in-aid (Rs in Crores)	Status
Component Scheme- Integrated Cold Chain and Value Addition Infrastructure Scheme					
1	Kuppanna Poultry Farm	29-02-2024	52.28	10.00	Under Implementation
2	Kasturi Poultry Farm	29-02-2024	77.83	9.66	Under Implementation
3	Vijay Dairy and Farm Products Pvt Ltd	29-02-2024	35.81	9.85	Under Implementation
4	Lion Dates Impex Private Limited	29-02-2024	45.00	10.00	Under Implementation
5	VISNUKUMAR Global Private	29-02-2024	18.72	3.28	Under Implementation

	Limited				
6	K KUPPUSAMY	29-02-2024	10.00	3.74	Completed
7	Amuthadevi A	24-09-2025	20.00	9.72	Under Implementation
8	Kakada Ramprasad	13-03-2026	25.84	4.12	Under Implementation
9	Shree Gupta Bhavan Private Limited	13-03-2026	96.01	10.00	Under Implementation
10	AKR Hitech Agro Industry	13-03-2026	14.00	6.90	Under Implementation
Component Scheme-- Infrastructure for Agro-Processing Clusters Scheme					
11	Integrated Service Point Private Limited	28.02.2024	42.63	9.56	Completed
12	U And V Agro	13.03.2026	29.03	10	Under Implementation
13	M R Maniveni Foods Limited	13.03.2026	30	8.23	Under Implementation
Component Scheme--Creation / Expansion of Food Processing & Preservation Capacities Scheme					
14	Shriram Coconut Products Limited	08-07-2023	4.30	1.11	Completed
15	Elite Natural Pvt. Limited	08-07-2023	22.09	4.49	Completed
16	Zebec Food & Beverages Private Limited	22-11-2023	8.20	2.98	Completed
17	Delta Millets Foods	22-11-2023	15.60	5.00	Under Implementation
18	Paandia Agro Foods	22-11-2023	7.10	2.80	Under Implementation
19	Vamsi RS Industrial Zone	29-02-2024	26.04	5	Under Implementation
20	Sang Saro Varahi Farm	13-03-2026	19.13	4.61	Under Implementation
21	Vashini Agro Pvt Ltd	13-03-2026	17	4.25	Under Implementation
22	Neo Foods Pvt Ltd	13-03-2026	10.99	2.73	Under Implementation

23	Freshara Agro Exports Ltd	13-03-2026	15.36	4.21	Under Implementation
24	Jayakrishna Flour Mills Pvt Ltd	13-03-2026	28.15	5.00	Under Implementation
25	Avinaash Modern Rice Mill	13-03-2026	21	4.49	Under Implementation
26	Pressana Projects LLP	13-03-2026	37.36	5.00	Under Implementation
27	Elite Industries	13-03-2026	15.11	4.31	Under Implementation
Component Scheme--Operation Greens					
28	Angalamman Hi-Tech Agro Industry	21-11-2023	30.00	14.90	Completed
29	Sri Veeramathiamman Agro Center	21-11-2023	10.00	4.86	Under Implementation
Component Scheme--Food Safety and Quality Assurance - Food Testing Laboratories					
30	Chennai Mettex Labs Pvt. Ltd.	27-06-2023	9.52	2.64	Under Implementation
31	SMS Labs Services Private Limited	01-03-2024	10.16	3.91	Completed

B. Micro Food Processing Industry based proposals approved in Tamil Nadu state under PMFME - 14,997 micro food processing enterprises have been approved for credit linked subsidy of Rs 360.75 crore out of which loans have been disbursed to 13,813 enterprises during the last three years.

C. Details of projects in Tamil Nadu state under PLISFPI Scheme- Under PLISFPI, proposals have been approved at 19 locations in 2021-22 & 2022-23 with actual Investment of Rs 390.91 crore.

राष्ट्रीय राजमार्गों की जर्जर स्थिति होने के बावजूद टोल वसूली

786. श्री उमेषभाई बाबूभाई पटेल:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार इस बात से अवगत है कि कई राष्ट्रीय राजमार्गों पर सड़कों की स्थिति अत्यंत जर्जर होने के बावजूद, निर्धारित दरों पर टोल वसूला जा रहा है और यदि हाँ, तो वर्तमान में संचालित ऐसे टोल प्लाजा की संख्या कितनी है जहाँ सड़कों की गुणवत्ता निर्धारित मानकों के अनुरूप नहीं है;

(ख) क्या सरकार का ऐसे स्थानों पर टोल संग्रह को निलंबित या बंद करने का कोई प्रावधान है जहाँ सड़क की स्थिति निर्धारित मानकों से नीचे है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है तथा पिछले पांच वर्षों के दौरान ऐसे कितने मामलों में टोल संग्रह निलंबित या बंद किया गया है और यदि नहीं, तो इसके क्या कारण हैं;

(ग) देश में टोल प्लाजा की कुल संख्या कितनी है तथा ऐसे कितने टोल प्लाजा राज्य-वार हैं जहाँ परियोजना लागत वसूल होने या निर्धारित टोल संग्रह की अवधि समाप्त होने के बाद भी टोल संग्रह जारी है;

(घ) क्या सरकार ने ऐसी परियोजनाओं का कोई स्वतंत्र वित्तीय लेखापरीक्षण कराया है और यदि हाँ, तो तत्संबंधी ब्यौरा और उसके क्या परिणाम प्राप्त हुए हैं; और

(ङ) टोल संग्रह की अवधि के दौरान रियायतग्राहियों/ठेकेदारों के रखरखाव संबंधी दायित्व क्या हैं तथा पिछले पांच वर्षों के दौरान खराब रखरखाव के कारण की गई दंडात्मक कार्रवाइयों और टोल अनुबंधों को समाप्त करने की संख्या कितनी है और यदि ऐसी कार्रवाई नगण्य है तो इसके क्या कारण हैं ?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) और (ख) प्रयोक्ता शुल्क संग्रहण तभी प्रारंभ होता है जब पूर्णता प्रमाण पत्र/अनंतिम पूर्णता प्रमाण पत्र और राष्ट्रीय राजमार्ग का संबंधित खंड संचालन के लिए उपयुक्त प्रमाणित करने हेतु सुरक्षा रिपोर्ट जारी हो जाती है। राष्ट्रीय राजमार्गों (एनएच) पर शुल्क प्लाजाओं पर प्रयोक्ता शुल्क, राष्ट्रीय राजमार्ग शुल्क (दरों का निर्धारण और संग्रहण) नियमावली, 2008 के प्रावधानों और संबंधित रियायत करारों में निर्धारित नियमों और शर्तों के अनुसार, भारत के राजपत्र में संबंधित प्रयोक्ता शुल्क अधिसूचना के प्रकाशन के पश्चात् ही लगाया और संगृहीत किया जाता है।

इसके अतिरिक्त, राष्ट्रीय राजमार्ग शुल्क नियमावली, 2008 के प्रावधानों के अनुसार, राष्ट्रीय राजमार्ग के उन्नयन की अवधि के दौरान लागू प्रयोक्ता शुल्क में कमी कर दी जाती है और उन्नयन कार्य पूरा होने तक प्रयोक्ता शुल्क का कोई वार्षिक संशोधन नहीं किया जाता, जैसा कि नीचे दिया गया है:

(i) उन खंडों पर लागू प्रयोक्ता शुल्क में 30% की कमी जहां पेव्ड शोल्डर वाले दो-लेन राजमार्ग, लेकिन चार लेन से कम विन्यास वाले राजमार्गों का चार लेन या उससे अधिक लेन विन्यास में अपग्रेड किया जा रहा है।

(ii) उन खंडों पर लागू प्रयोक्ता शुल्क में 75% की कमी जहां चार लेन वाले राजमार्गों को छह लेन या उससे अधिक के विन्यास में अपग्रेड किया जा रहा है।

यह सुनिश्चित करने के लिए कि राष्ट्रीय राजमार्ग खंड हर समय यातायात-योग्य बने रहें, नियमित साइट निरीक्षण, समय-समय पर समीक्षा और साइट दौरे किए जाते हैं। इसके अतिरिक्त, संबंधित संविदा करार (सीए) में निर्दिष्ट वांछित सेवा स्तरों के संबंध में फुटपाथ और अन्य राजमार्ग संपत्तियों की स्थिति का आकलन और निगरानी करने के लिए समय-समय पर एनएसवी सर्वेक्षण, एफडब्ल्यूडी परीक्षण, ड्रोन सर्वेक्षण आदि किए जाते हैं। इन सर्वेक्षणों/निरीक्षणों के परिणामों के आधार पर, यदि आवश्यक हो तो संविदा करार के प्रावधानों के अनुसार फील्ड यूनिट द्वारा

संबंधित संविदाकारों/रियायतग्राहीयों के माध्यम से आवश्यक मरम्मत और रखरखाव कार्य किए जाते हैं।

(ग) जून 2026 तक, देश में राष्ट्रीय राजमार्गों पर कुल 1,235 शुल्क प्लाजा परिचालन में हैं । राष्ट्रीय राजमार्गों पर शुल्क प्लाजा पर प्रयोक्ता शुल्क संग्रहण परियोजना विकास लागत की वसूली से संबंधित नहीं है। राष्ट्रीय राजमार्ग शुल्क नियमावली, 2008 के प्रावधानों के अनुसार, रियायत प्राधिकारी द्वारा संचालित शुल्क प्लाजा के मामले में, रियायत करार के अनुसार अधिसूचित शुल्क रियायत अवधि के अंत तक रियायत प्राधिकारी द्वारा संगृहीत किया जाता है, और रियायत अवधि समाप्त होने के बाद, शुल्क प्लाजा सरकार को सौंप दिया जाता है और उसके बाद शुल्क प्लाजा पर राष्ट्रीय राजमार्ग शुल्क नियमावली, 2008 के प्रावधानों के तहत निर्दिष्ट शुल्क के अनुसार केंद्र सरकार या निष्पादन प्राधिकारी द्वारा शुल्क संग्रहित किया जाता है। सार्वजनिक वित्त पोषित परियोजना के तहत शुल्क प्लाजा के संबंध में, राष्ट्रीय राजमार्ग के ऐसे खंड के लिए शुल्क संग्रहण जारी रहेगा। प्रयोक्ता शुल्क संग्रहण से केंद्र सरकार द्वारा एकत्र किया गया राजस्व भारत की संचित निधि (सीएफआई) में जमा किया जाता है और बजटीय आवंटन के माध्यम से प्रदान की गई धनराशि का उपयोग राष्ट्रीय राजमार्गों के भावी रखरखाव, विकास और संवर्धन के लिए किया जाता है।

(घ) देश भर में प्रयोक्ता शुल्क की गणना के लिए एक समान कार्यप्रणाली के साथ पारदर्शिता सुनिश्चित करने के लिए मौजूदा राष्ट्रीय राजमार्ग शुल्क (दरों का निर्धारण और संग्रहण) नियमावली, 2008 तैयार की गई थी। रियायतग्राही द्वारा संचालित प्रयोक्ता शुल्क प्लाजा सहित नियंत्रक एवं महालेखा परीक्षक द्वारा प्रयोक्ता शुल्क प्लाजा की नियमित लेखापरीक्षा (ऑडिट) की जाती है।

(ङ) राष्ट्रीय राजमार्गों का रखरखाव आवश्यकतानुसार किया जाता है और यह सुनिश्चित किया जाता है कि राष्ट्रीय राजमार्गों का कोई भी भाग अछूता न रहे।

इसके अतिरिक्त, रियायतग्राही/संविदाकार अपने संबंधित रियायत/संविदा करार के प्रावधानों के अनुसार रियायत/संविदा अवधि के दौरान राष्ट्रीय राजमार्ग के संचालन और रखरखाव के लिए उत्तरदायी है। बीओटी/एचएएम, ईपीसी, टीओटी/इनविट और पीबीएमसी परियोजनाओं के मामले में रियायत/संविदा करार की अनुसूची-ट, अनुसूची-ङ, अनुसूची-च और अनुलग्नक-ङ में दिए गए निर्धारित समय-सीमा के अनुसार रखरखाव कार्यकलाप किए जाते हैं। निर्धारित अवधि के भीतर किसी त्रुटि या कमी की मरम्मत या सुधार करने में विफलता के मामलों में, संबंधित रियायत/संविदा करार के प्रावधानों के अनुसार, गलती करने वाले रियायतग्राही/संविदाकार के विरुद्ध मामले-दर-मामले के आधार पर कार्रवाई की जाती है।

विगत पांच वर्षों के दौरान खराब रखरखाव के कारण निष्पादित दंडात्मक कार्रवाई और टोल अनुबंध समाप्ति का ब्यौरा संलग्न **विवरण** में दिया गया है

विवरण

विगत पांच वर्षों के दौरान खराब रखरखाव के कारण की गई दंडात्मक कार्रवाइयों और टोल अनुबंधों की समाप्ति का ब्यौरा

परियोजना/शुल्क प्लाज़ा का नाम	रियायतग्राही/ संविदाकार	जुर्माना (लाख रुपये में)
एनएच-752बी का न्यूली, 54+100 किलोमीटर	मैसर्स गणेशगारिया कंस्ट्रक्शन प्राइवेट लिमिटेड	3.44
	मैसर्स गणेशगारिया कंस्ट्रक्शन प्राइवेट लिमिटेड	1.00
	मैसर्स बैंको कंस्ट्रक्शन प्राइवेट लिमिटेड	1.00
	मैसर्स बैंको कंस्ट्रक्शन प्राइवेट लिमिटेड	14.70

एनएच-146 का जोहरिया शेख, किलोमीटर 165+350	मैसर्स वंशिका कंस्ट्रक्शन	1.00
मुकरबा चौक से पानीपत खंड, चै. 15+500 से 86+000 तक को 8 लेन का बनाना	मैसर्स एनएक्सटी-इंफ्रा एमसीपी हाइवेज प्राइवेट लिमिटेड	176.55
एनएच-27 का पालनपुर-राधनपुर-सामाखियाली खंड (टीओटी बंडल- 5ए1)	मैसर्स पीआरएस टोल्स लिमिटेड	भील्डी शुल्क प्लाजा के लिए रियायतग्राही के टोल अधिकार दिनांक 23.06.2026 से 14.07.2026 तक निलंबित कर दिए गए थे।
एनएच-27 का पालनपुर-राधनपुर-सामाखियाली खंड (टीओटी बंडल- 5ए2)	मैसर्स डीपी जैन टीओटी टोल रोड्स प्राइवेट लिमिटेड	वाराही और भालगम शुल्क प्लाजा के लिए रियायतग्राही के टोल अधिकार दिनांक 22.06.2026 से 16.07.2026 तक निलंबित कर दिए गए थे।
जेतपुर-गोंडल-राजकोट बीओटी परियोजना	मैसर्स डब्ल्यूजीईएल	भारुडी और पिठड़िया टोल प्लाजा पर टोलिंग अधिकार सहित बीओटी परियोजना को दिनांक 31.03.2022 को समाप्त कर दिया गया था।

ACCESS TO FORMAL CREDIT FOR MSMEs

787. DR. SHASHI THAROOR:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether the Government has assessed the extent of formal credit penetration among registered Micro, Small and Medium Enterprises (MSMEs) in the country, particularly in light of reports indicating that a majority of registered MSMEs remain outside the formal credit system, if so, the details thereof;

(b) the details of registered MSMEs that have availed institutional credit vis-à-vis the total number of registered MSMEs, during the last three years, State-wise including Kerala;

(c) the number and proportion of first-time borrowers among MSMEs that have accessed institutional credit during the last three years, year-wise; and

(d) the steps taken or proposed to improve formal credit penetration among MSMEs, particularly first-time borrowers and enterprises that continue to remain outside the formal banking system?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d) The State-wise total MSMEs registered under Udyam Registration Portal (URP) and Udyam Assist Portal (UAP) during the last three years are given in the enclosed **Statement-I.** The State-wise details of the credit outstanding to the MSMEs, including Kerala, as reported by Reserve Bank of India are given in the enclosed **Statement-II**. As informed by Department of Financial Services (DFS), as per a survey conducted by Small Industries Development Bank of India (SIDBI) during 2025, 75% of

respondents reported availing formal credit, 8% relied exclusively on informal credit sources, while 17% had not availed any form of credit. Further, Government has, inter-alia, taken various steps to improve formal credit penetration among Micro, Small and Medium Enterprises (MSMEs) across the country, including in Kerala: -

i. Credit Guarantee Scheme (CGS) for Micro and Small Enterprises (MSEs) implemented through Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) to provide credit guarantee for loans extended to MSEs without collateral security and third-party guarantee, up to guarantee coverage of Rs. 10 crore.

ii. Self-Reliant India (SRI) Fund has been set up to infuse Rs. 50,000 crore as equity funding in MSMEs with a provision of Rs. 10,000 crore from Government and Rs. 40,000 crore through Private Equity/Venture Capital Funds. The Budget 2026-27 has also announced a support of Rs 2,000 crore to top up the SRI Fund to provide equity support to micro enterprises.

iii. Prime Minister's Employment Generation Programme provides Margin Money subsidy up to 35%, for setting up of new micro enterprises, with project cost of Rs. 50 lakh for manufacturing and Rs. 20 lakh for services enterprises.

iv. PM Vishwakarma Scheme was launched in September, 2023 to provide holistic support to artisans and craftspeople of 18 specified trades. The Scheme includes provision of collateral free loans up to Rs. 3 lakh with interest subvention up to 8%.

v. The Emergency Credit Line Guarantee Scheme (ECLGS) was initially launched in May, 2020 as part of Aatmanirbhar Bharat Package to support eligible MSMEs and business enterprises in meeting their operational liabilities due to disruption caused by COVID-19 pandemic. Recently to support the businesses affected by the West Asia geopolitical situation the Government of India has approved ECLGS 5.0 aims to infuse additional credit of ₹ 2,55,000 crore to existing borrower to tide over the liquidity challenges. This will be released in phases, starting with an initial tranche of Rs.1,05,000 crore, which includes Rs.5,000 crore specifically earmarked for the scheduled passenger airline sector. The Scheme has a corpus of Rs.18,100 crore.

vi. Government of India announced in the budget FY2025-26 introduced a customized credit card product for micro enterprises with a limit of Rs.5 lakh for micro enterprises registered on Udyam portal and in the first year, 10 lakh such cards will be issued.

vii. A New Credit assessment model has been launched for Micro, Small & Medium Enterprises. This credit assessment model leverages the digitally fetched and verifiable data available in the ecosystem and devise automated journeys for MSME Loan appraisal using objective decisioning for all loan applications and model-based limit assessment for both Existing as well as New to Bank MSME borrowers.

viii. Government regularly organizes outreach programmes in coordination with MSME/ Industry Departments of States/UTs concerned and other stakeholders like CGTMSE, SIDBI, Banks, MSME Associations etc., to enhance credit availability among MSMEs.

As informed by DFS, the share of New-to-Credit (NTC) entities in commercial credit as per the SIDBI–TransUnion CIBIL MSME Pulse Report (July-2026**)** in last three years is as follows: -

Year	**Share**
FY 2024	55%
FY 2025	47%

STATEMENT-I

State Wise Total MSMEs Registered Under Udyam and UAP (No. of Enterprises in lakh)				
Sr. No	**State Name**	**FY 2023-24**	**FY 2024-25**	**FY 2025-26**
1	Andaman & Nicobar	0.05	0.04	0.04
2	Andhra Pradesh	13.14	14.17	8.42
3	Arunachal Pradesh	0.11	0.15	0.15
4	Assam	4.02	4.70	4.73
5	Bihar	16.31	11.27	9.93
6	Chandigarh	0.22	0.17	0.18
7	Chhattisgarh	4.74	3.93	3.03
8	Dadra and Nagar Haveli & Daman and Diu	0.09	0.07	0.08
9	Delhi	4.19	3.17	3.73
10	Goa	0.46	0.32	0.24
11	Gujarat	13.85	9.85	9.39
12	Haryana	5.18	5.41	5.00
13	Himachal Pradesh	0.88	1.01	0.76
14	Jammu & Kashmir	2.91	2.19	1.52
15	Jharkhand	6.13	3.74	3.41
16	Karnataka	15.35	17.08	9.85
17	Kerala	6.21	5.05	3.98
18	Ladakh	0.07	0.04	0.03
19	Lakshadweep	0.00	0.01	0.003
20	Madhya Pradesh	13.70	13.74	9.96
21	Maharashtra	27.22	25.60	22.75
22	Manipur	0.47	0.45	0.46
23	Meghalaya	0.16	0.21	0.31
24	Mizoram	0.16	0.14	0.12
25	Nagaland	0.26	0.18	0.21
26	Odisha	10.41	5.83	5.70
27	Puducherry	0.36	0.31	0.21
28	Punjab	5.94	5.76	4.62
29	Rajasthan	11.29	12.47	10.45

30	Sikkim	0.08	0.13	0.11
31	Tamil Nadu	17.67	16.64	13.83
32	Telangana	10.20	8.92	15.34
33	Tripura	1.69	0.68	0.58
34	Uttarakhand	2.10	1.54	1.60
35	Uttar Pradesh	25.18	20.13	22.31
36	West Bengal	27.64	10.92	10.62
	Total	**248.44**	**206.03**	**183.63**

STATEMENT-II

State-wise details of the credit outstanding to the MSMEs, including Kerala

(No. of A/c in lakh, Amt. O/s in ₹ crore)

Credit Outstanding to MSMEs							
		FY 2023-24		FY 2024-25		FY 2025-26	
Sr. No	State Name	No. of A/cs	Credit O/s	No. of A/cs	Credit O/s	No. of A/cs	Credit O/s
1	Andaman & Nicobar	0.08	989.97	0.07	1,031.14	0.07	1,171.10
2	Andhra Pradesh	12.06	1,01,085.90	9.67	1,07,816.24	9.03	1,22,789.06
3	Arunachal Pradesh	0.12	1,514.76	0.14	2125.10	0.13	2,843.16
4	Assam	3.57	28,729.48	3.66	33,829.83	3.58	40,930.45
5	Bihar	12.35	51,766.42	11.94	63,666.35	12.80	80,801.31
6	Chandigarh	0.47	14,634.23	0.44	16,688.12	0.42	21,760.59
7	Chhattisgarh	3.94	43,694.34	4.17	51,263.49	5.68	67,800.27
8	Dadra and Nagar Haveli & Daman and Diu	0.10	23,45.29	0.10	2,822.84	0.11	3,133.57
9	Delhi	6.95	1,79,638.00	5.50	1,92,994.77	5.48	2,55,588.18
10	Goa	0.56	7,350.41	0.49	8,312.40	0.49	9,238.03
11	Gujarat	11.90	2,51,504.11	13.58	2,95,172.96	14.15	3,74,092.45
12	Haryana	6.75	1,22,258.78	6.79	1,47,544.70	7.19	1,89,555.61
13	Himachal Pradesh	1.52	1,61,47.28	1.48	18,912.60	1.55	22,933.37
14	Jammu & Kashmir	3.86	24,036.19	3.87	24,595.20	4.20	29,894.93
15	Jharkhand	6.16	34,398.89	5.50	39,846.34	5.80	50,438.36
16	Karnataka	16.07	1,65,082.73	15.76	1,88,130.80	14.34	2,34,997.99

17	Kerala	11.32	85,221.33	7.48	99,818.56	8.43	99,366.73
18	Ladakh	0.09	745.13	0.11	1,098.13	0.10	2,033.05
19	Lakshadweep	0.01	625.99	0.01	24.52	0.01	27.23
20	Madhya Pradesh	15.14	1,01,220.23	15.31	1,17,419.47	14.28	1,46,980.08
21	Maharashtra	29.81	4,25,437.84	28.67	4,57,942.31	28.20	5,84,530.25
22	Manipur	0.37	1,534.83	0.35	1,691.62	0.30	1,964.25
23	Meghalaya	0.21	1,834.20	0.25	2,272.20	0.25	2,923.37
24	Mizoram	0.12	851.34	0.13	970.88	0.13	1,398.60
25	Nagaland	0.22	1,268.83	0.25	1,476.94	0.24	2,470.52
26	Odisha	8.82	53,516.04	7.45	62,994.99	7.30	77,748.46
27	Puducherry	0.49	4,082.11	0.51	4,733.69	0.45	5,893.64
28	Punjab	6.48	96,611.66	6.12	1,07,259.73	6.07	1,30,746.02
29	Rajasthan	11.03	1,51,219.10	11.42	1,79,488.95	12.35	2,23,018.48
30	Sikkim	0.14	1,997.76	0.11	1,141.51	0.13	1,275.23
31	Tamil Nadu	23.50	2,81,696.93	21.06	3,20,490.55	19.17	3,63,713.45
32	Telangana	7.52	1,16,962.81	7.87	1,35,268.94	6.94	1,64,707.66
33	Tripura	1.02	2,978.15	1.13	3,644.44	1.16	4,620.33
34	Uttarakhand	2.69	26,006.06	5.03	53,164.23	2.34	36,185.72
35	Uttar Pradesh	27.45	1,95,413.75	24.63	2,14,625.72	26.80	2,93,381.50
36	West Bengal	24.55	1,31,256.60	22.10	1,48,637.57	22.02	1,84,400.60
	Total	**257.45**	**27,25,657.46**	**243.15**	**31,08,917.82**	**241.68**	**38,35,353.58**

Source: Priority Sector Returns submitted by SCBs (excluding Regional rural banks)

STRATEGIC PETROLEUM RESERVES

788. SHRI B. K. PARTHASARATHI:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the number of Strategic Petroleum Reserve (SPR) facilities approved and currently operational in the country, along with the details indicating the year of approval and commissioning status, State/UT-wise;

(b) the details of the storage capacity of each SPR facility, including the current utilisation level, wherever available, State/UT-wise;

(c) the details of the bilateral partnerships, international collaborations or agreements entered into by the Government for the development, expansion, operation, financing or utilisation of SPRs in the country, indicating the partner countries/entities and the broad scope of such cooperation;

(d) the details of funds allocated, sanctioned and released for the development and expansion of SPR facilities, project-wise and year-wise;

(e) whether the Government proposes to expand further the SPR capacity in the country and if so, the details thereof including the new locations under consideration, proposed additional capacity and the timeline for their completion; and

(f) the expected outcomes and targets proposed to be achieved through the expansion of SPR infrastructure?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) and (b) Government of India (GoI), through a Special Purpose Vehicle called Indian Strategic Petroleum Reserve Limited (ISPRL), has established Strategic Petroleum Reserves (SPR) facilities with total capacity of 5.33 Million Metric Tonnes (MMT) of crude oil at three locations **in Phase-I** namely (i) Vishakhapatnam (1.33 MMT), (ii) Mangaluru (1.5 MMT) and (iii) Padur (2.5 MMT) capacity. The construction and commissioning of these caverns **in Phase-I** was completed between 2016 and 2018. The quantity of crude

available in the caverns is dynamic depending on the prevailing market conditions.

(c) ISPRL and Abu Dhabi National Oil Company (ADNOC) of UAE has entered into an agreement permitting ADNOC to use Cavern-A with 750 Thousand Metric Tonnes (TMT) capacity at Mangalore. Further, a non-binding Memorandum of Understanding (MoU) on Strategic Collaboration between ISPRL and ADNOC has also been signed.

(d) to (f) In July 2021, Government had also approved the establishment of two additional commercial-cum-strategic petroleum reserve facilities in **Phase-II** with total storage capacity of 6.5 MMT in Odisha **(4 MMT)** and Karnataka **(2.5 MMT)**.

No Government Budgetary Support was provided for development and construction of SPR facilities under Phase-I. For development of SPR facilities under Phase-II, a Public Private Partnership model is envisaged with a total project cost of Rs. 14,527 crores with the Viability Gap Funding (VGF) by Government capped at 60% of the total project cost.

Further, assessment of new sites for establishment of additional SPRs is a continuous process.

राष्ट्रीय राजमार्ग का संरेखण

789. श्री सतपाल ब्रह्मचारी:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार इस बात से अवगत है कि हरियाणा में जींद यूनिवर्सिटी से लाजवाना कलां तक राष्ट्रीय राजमार्ग पर बरौली गांव के समीप सुरक्षित आवागमन के लिए संरेखण/कट की आवश्यकता लंबे समय से महसूस की जा रही है; यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या इस संबंध में जनप्रतिनिधियों या स्थानीय लोगों से कोई प्रस्ताव या मांग प्राप्त हुई है;

(ग) यदि हाँ, तो क्या उक्त स्थान पर संरेखण/कट बनाने की व्यवहार्यता का आकलन करने के लिए कोई सर्वेक्षण या तकनीकी निरीक्षण किया गया है और यदि हाँ, तो उसकी वर्तमान स्थिति क्या है;

(घ) क्या सरकार का सड़क सुरक्षा और छात्रों, किसानों तथा स्थानीय लोगों की सुविधा को ध्यान में रखते हुए उक्त स्थान पर संरेखण/कट के निर्माण के लिए मंजूरी देने का विचार है; और

(ङ) यदि हाँ, तो इसके लिए प्रस्तावित समय-सीमा क्या है और इसकी अनुमानित लागत का ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (ङ) राष्ट्रीय राजमार्ग-352 पर ग्राम बरौली के निकट जींद विश्वविद्यालय-लाजवाना कलां गांव रोड के इंटरसेक्शन पर एक मध्यिका खोलने (मीडियन ओपनिंग) के प्रावधान के लिए एक अनुरोध प्राप्त हुआ था।

उक्त स्थान की जांच की गई और यह देखा गया कि नरवाना की ओर 1300 मीटर की दूरी पर एक मीडियन ओपनिंग और रोहतक की ओर 660 मीटर की दूरी पर एक अंडरपास है जिसके माध्यम से सड़क प्रयोक्ता सुरक्षित रूप से क्रॉस रोड तक पहुंच सकते हैं। जींद विश्वविद्यालय और बरौली गांव के बीच संपर्कता संबंधी कोई बाधा नहीं है।

सड़क सुरक्षा के दृष्टिकोण से इतने कम अंतराल पर अतिरिक्त मीडियन ओपनिंग का प्रावधान व्यवहार्य नहीं है।

AIRPORT REVENUE OPERATIONS

790. SHRI NAVEEN JINDAL:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) the details of the Domestic User Development Fee (UDF) per passenger and International UDF at each of the ten major airports during 2022;

(b) whether both these fees have been revised upwards/downwards since 2022 and if so, the details thereof, year and airport-wise;

(c) whether the Airports Economic Regulatory Authority (AERA) pointed out any discrepancies/shortcomings in the joint ventures for non-aero revenue being operated by the concessionaires at any of these airports during the post privatisation period and if so, the details thereof along with the action taken by the Government in pursuance of the AERA reports; and

(d) whether the AERA has also pointed out in its reports that some of the practices used by the concessionaires leading to impact on tariffs and ultimately to extra burden on the airport users including the passengers viz. large CAPEX plan leading to higher RAB and depreciation, OPEX escalation leading to raised ARR, conservative tariff forecast leading to rise in passenger tariff and conservative non-aero revenue leading to reduced subsidy and UDF increase and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) and (b) Airports Economic Regulatory Authority of India (AERA) determines tariffs, including User Development Fees (UDF) for aeronautical services provided at major airports. The details of per passenger UDF levied at ten major airports in March, 2022 and March, 2026 is given in the enclosed **Statement.**

(c) AERA does not regulate non-aeronautical services. However, 30% of the Non-Aeronautical Revenue (NAR) is considered for cross-subsidisation of aeronautical charges. AERA determines appropriate level of NAR based on regulatory prudence, benchmarking and other due diligence measures.

(d) AERA follows a uniform tariff determination methodology, irrespective of the ownership or management of the airport, taking into account factors such as return on investment on aeronautical assets, operating expenditure, depreciation, taxes, etc. After detailed technical, financial and commercial scrutiny, only prudently and efficiently incurred costs are admitted for tariff determination. AERA ensures that aeronautical tariff, including UDF remain reasonable and reflective of efficient airport operations while balancing the interest of all stakeholders.

STATEMENT

Per Passenger User Development Fee (UDF) levied at 10 major airports in March 2022 and March 2026

Sl. No.	Name of Airport	PAX Type	FY 2021-22		FY 2025-26		
			Dom.	Intl.	Dom.	Intl.	
						Economy	Busines
1	DELHI	Emb.	130	130	129	650	810
		Disemb.	-	-	56	275	345
2	MUMBAI	Emb.	0	171	175	615	695
		Disemb.	-	-	75	260	304
3	BENGALURU	Emb.	184	839	550	1500	
4	HYDERABAD	Emb.	281	393	750	1500	
5	KOLKATA	Emb.	583	1402	547	1315	
6	CHENNAI	Emb.	69	69	410	625	
7	AHMEDABAD	Emb.	85	85	600	1190	
8	GOA-DABOLIM	Emb.	301	604	570	900	
9	COCHIN	Emb.	70	70	270	570	
10	PUNE	Emb.	400	793	387	745	

ROAD ACCIDENTS ON NHs

791. SHRI T.M. SELVAGANAPATHI:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether 4.73 lakh road accidents and 1.7 lakh fatalities recorded across the country, during the year 2024, with the National Highways (NHs) alone accounting for over 52,600 deaths and if so, the details thereof;

(b) whether the Government is considering the creation of a dedicated National Highway Safety Patrol on the lines of the Railway Protection Force to improve accident response, enforce traffic discipline and protect road assets across the country's expanding National Highway network and if so, the details thereof;

(c) whether the Government has received any recommendations in this regard and if so, the details thereof; and

(d) the action taken by the Government on such recommendations, if any?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Government publishes report on “Road Accidents in India” based on data received from States/ UTs. As per the report, the details of total number of road accidents and fatalities on all categories of roads in the country, during the year 2024 is given below:

Total no. of Accidents and Fatalities classified according to Road Category durin g 2024		
Category of Road	**Accidents**	**Fatalities**
National Highways*	1,50,958	64,772
State Highways	1,03,538	39,277
Other Roads	2,33,211	73,126
All Roads	4,87,707	1,77,175

Note: *include expressways

(b) to (d) 'Police' and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India. Accordingly, the responsibility for enforcement of traffic laws, maintenance of law and order, and deployment of

highway patrols rests primarily with the respective State Governments and Union Territory Administrations. As such, decision on formation of a Road Safety Force would fall within the jurisdiction of the State/UT Governments. The Central Government in the Ministry of Road Transport and Highways has no proposal under consideration for constituting a National Highway Safety Patrol on the lines of the Railway Protection Force.

However, the Government has formulated a multi-pronged strategy to address the issue of road safety based on 4E's i.e. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken for road safety in the country as detailed in the enclosed **Statement.**

STATEMENT

Details of various initiatives taken by the Government in Ministry of Road Transport and Highways for road safety: -

(1) Education:

i. Administered the scheme for setting up of Institutes of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) at State/district level across the Country. Recently revised scheme guidelines have been issued, incorporating enhanced financial assistance and streamlined eligibility criteria for establishing Driving Training Institutes. Additionally, incentives have been introduced for setting up

Automated Testing Stations (ATS) in conjunction with Driving Training Institutes (DTIs) under the Training-Testing Cluster approach.

ii. Administered Road Safety Advocacy Scheme for raising awareness about road safety and for administering road safety programs.

iii. Observance of National Road Safety Month every year for spreading awareness and strengthening road safety.

(2) Engineering:

2.1. Road engineering:

i. Road Safety Audit (RSA) of all National Highways (NHs) has been made mandatory through third party auditors/ experts at all stages i.e. design, construction, operation and maintenance etc.

ii. High priority is accorded to identification and rectification of black spots /accident spots on NHs.

iii. Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies to look after RSA and other road safety related works.

iv. Administers the electronic Detailed Accident Report (e-DAR) Project to establish a central repository for reporting, management and analysis of road accidents data across the Country.

v. Issued guidelines for the provision of signages on Expressways and National Highways to offer improved visibility and intuitive guidance to the drivers.

vi. Provisions have been made in the Motor Vehicles Act, 1988 for failure to comply with standards for the road design, construction and maintenance, as prescribed by the Central Government from time to time.

2.2 Vehicle engineering: Various initiatives were undertaken to make vehicles safer, including the following:-

i. Mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.

ii. Prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40kmph.

iii. Mandatory provisions for fitment of following listed safety technologies:

For M1 category vehicles:

a. Seat Belt Reminder (SBR) for driver and co-driver.
b. Manual Override for central locking system
c. Over speed warning system.

For all M and N category vehicles:

a. Reverse Parking Alert System

iv. Mandated Anti-Lock Braking System (ABS) for certain classes of L [Motor vehicle with less than four wheels and includes a Quadricycle], M [Motor vehicles with at least four wheels used for carrying passengers] and N [Motor vehicles with at least four wheels used for carrying goods which may

also carry persons in addition to goods, subject to conditions stipulated in BIS standards] categories.

v. Mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.

vi. Published the rules for recognition, regulation and control of Automated Testing Stations, which define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSs. The rules have been further amended on 31.10.2022 and 14.03.2024.

vii. Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out old, unfit and polluting vehicles.

viii. Formulated a Scheme to set up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system.

ix. Published rules regarding the Bharat New Car Assessment Program (BNCAP) to introduce the concept of safety rating of passenger cars and empower consumers to take informed decisions.

x. Published rules regarding prescribed level playing field in the area of manufacturing of buses by Original Equipment Manufacturers (OEMs) and Bus Body Builders.

xi. Mandated vehicles, manufactured on or after 1st October, 2025, shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category.

xii. Published rules for revision of standards for Safety Belt, Restraint Systems and Safety Belt Reminder to provide provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems, in Motor vehicles of category M,N and L7 w.e.f. 01st April, 2025. Further, the vehicles of category M1, manufactured on and after the 1st April 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.

xiii. Published rules for Active safety features in Medium and Heavy Duty vehicles, which provide for Braking System including Anti-lock Braking, Endurance Braking System for M2, M3, N1, N2, N3 and Quadricycle (effective for new models from 1st January, 2027 and for existing models from 1st October, 2027), and Advanced Driver Assistance Systems (ADAS) including Vehicle Stability Function (VSF), Lane Departure Warning System (LDWS), Driver Drowsiness and Attention Warning Systems, Blind Spot Information Systems and Moving off Information Systems for M2, M3, N2 and N3 categories of vehicles (effective for new models from 1st October, 2027 and for existing models from 1st January, 2028).

xiv. Published rule for Acoustic Vehicle Alerting System (AVAS) meeting AIS-173 audibility standards has been mandated for electric vehicles. The requirement applies to new vehicle models manufactured on or after 1st October 2026 and existing vehicle models manufactured on or after 1st October 2027. Since electric vehicles operate almost silently at low speeds, AVAS generates an audible warning sound to alert pedestrians, cyclists, and especially visually impaired persons of an approaching vehicle, thereby enhancing road safety.

(3) Enforcement:

i. The Motor Vehicles (Amendment) Act, 2019 as stands implemented provides for strict penalties for ensuring compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology. Traffic management and enforcement is essentially in the domain of State Governments/UT Administrations. While Central Government formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the purview of State Governments/UT Administrations.

ii. Issued rules for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices on high risk & high density corridors on National Highways, State Highways and critical junctions cities having a population of more than one million in the country and cities under National Clean Air Programme (NCAP).

iii. The Central Government, vide Notification dated 20.01.2026, has amended Rules 167 and 167A of the Central Motor Vehicles Rules, 1989 to establish a transparent, technology-driven and time-bound e-Challan framework for issuance, payment and redressal of traffic challans. The amendments also provide for online challenge of challans, automated notifications and stronger enforcement measures to improve compliance and road safety.

iv. Government has notified the National Road Safety Board Rules, 2025 and in accordance with the provisions of the said Rules, the National Road Safety Board has been constituted and notified vide S.O. 3505(E) dated 29.06.2026.

v. The Central Government has formulated the Guidelines on Constitution and Utilization of the State Road Safety Fund (SRSF) and Funding to District Road Safety Committees (DRSCs) 2025 to ensure sustained financing and accountable implementation of road safety measures through the establishment of a non-lapsable State Road Safety Fund and by empowering District Road Safety Committees to undertake targeted road safety interventions at the grassroots level.

vi. On 10th June, 2024, the Government has issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with Motor Vehicle Act, 1988.

vii. The Government has issued guidelines under the 'Programme for Accelerated Renewal and Incentivization of Vehicle Assets for Reducing

Transport Air Pollution and Network Emissions (PARIVARTAN Scheme)' on 14.07.2026 to accelerate the replacement of old, polluting vehicles with cleaner and safer alternatives in Delhi-NCR. The scheme promotes vehicle scrapping and adoption of environmentally friendly vehicles, contributing to improved road safety, reduced emissions, and sustainable mobility.

(4) Emergency care:

i. Revised the scheme guidelines (named as Rah-Veer) for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or non-medical care or assistance at the scene of an accident to the victim or transports such victim to the hospital. As per the scheme, the reward for Rah-Veer has been increased to Rs. 25,000/- from Rs. 5,000/-.

ii. Enhanced compensation of victims of Hit and Run motor accidents (from Rs. 12,500 to Rs. 50,000 for grievous hurt and from Rs. 25,000 to Rs.2,00,000 for death).

iii. The National Highways Authority of India has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridors of National Highways.

iv. Government has notified the 'Prime Minister – Road Accident Victims' Hospitalisation and Assured Treatment (PM-Rahat) Scheme' (Cashless Treatment of Road Accident Victims Scheme, 2025) on 5th May 2025. Subsequently, detailed operational guidelines, including the process flow, stakeholder-wise Standard Operating Procedures (SOPs), and clearly defined

roles and responsibilities, were notified on 4th June 2025 to facilitate its effective implementation.

IMPACT OF US-IRAN CONFLICT IN CIVIL AVIATION SECTOR

792. SHRI ANTO ANTONY:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Government has assessed the impact of the recent US-Iran conflict on civil aviation operations in the country and if so, the details thereof;

(b) the number of flight cancellations, diversions and delays caused due to airspace restrictions arising from the US-Iran conflict, airline and airport-wise;

(c) whether the Government has estimated the revenue loss suffered by Indian airlines due to the disruption caused by the US-Iran conflict and if so, the details thereof;

(d) whether the Government has assessed the additional operational costs incurred by Indian airlines due to rerouting, increased fuel consumption and extended flight durations and if so, the details thereof;

(e) whether any financial or operational support has been extended to Indian airlines affected by the disruption and if so, the details thereof; and

(f) the measures taken by the Government to minimise disruption to passengers and aviation services arising from geopolitical conflicts affecting international airspace?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) Directorate General of Civil Aviation (DGCA) has issued multiple advisories to address and ensure the safety of passengers, crew, and aircraft evolving from the risks arising from the West Asia conflict. These advisories provide operational guidance on affected airspace, including Notice to Airmen (NOTAM), identification of high-risk areas, Flight Information Region (FIR) boundaries, and impacted countries, enabling operators to plan safe routing after conducting comprehensive Safety Risk Assessments.

(b) The US-Iran conflict has significantly disrupted international flight operations due to airspace restrictions leading to widespread cancellations (approx. 26,000 flights by Indian carriers till 20 July 2026), along with considerable diversions and delays across airlines and airports.

(c) and (d) As informed by Indian carriers, re-routing of flights has led to increased flight durations and higher fuel consumption, resulting in additional operational costs for airlines. The extent of such costs depends on route diversion, duration and prevailing fuel prices. Further, as informed, airlines are incurring significant revenue losses due to the ongoing crisis. Airlines are, however, taking necessary measures to mitigate the impact while ensuring continuity of operations.

(e) The Government has taken several measures to support the aviation sector and help keep air travel affordable, which include:

(i) One-time budgetary support not exceeding Rs. 10,000 crores for Oil Markreting Companies (OMCs) to provide Aviation Turbine Fuel (ATF) price stablisation support to the Scheduled Indian Airlines due to exceptional fuel price volatality arising from the West Asia crisis.;

(ii)For domestic operations, ATF prices were capped at a maximum increase of 25% over the 1 March 2026 base price, effective from 1 April 2026 for the months of April and May 2026.

(iii) Partial deferment of airport landing and parking charges for domestic operations at major airports along with a 25% rebate in such charges at Airports Authority of India (AAI) airports.

(iv) Approval of ECLGS 5.0 with a total corpus of Rs. 18,100 crore, including Rs. 5,000 crore earmarked for Indian airlines, to provide liquidity support.

(v) Reduction of Value Added Tax (VAT) on ATF at Delhi (from 25% to 7%) and at Maharashtra (from 18% to 7%) for 6 months.

(f) A 24*7 Passenger Assistance Control Room was established for real-time coordination and passenger support, while the Directorate General of Civil Aviation (DGCA) issued necessary safety advisories and operational guidance to airlines. Airlines were advised to facilitate refunds and rescheduling, and passenger assistance was strengthened through airport help desks and real-time travel updates. The Ministry also worked closely with the Ministry of External Affairs to address emerging requirements relating to Indian carriers and Indian nationals in the region. The Indian Mission in Riyadh, in coordination with Indian Missions in Bahrain, Iraq, Kuwait, Oman,

Qatar and the UAE, facilitated the transit of affected individuals through Saudi Arabia.

DELAYS IN IMPLEMENTATION OF NATIONAL ENERGY PROJECTS

793. SHRI ANURAG SHARMA:

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

(a) whether the Government has taken note that India's energy governance is presently distributed across multiple Ministries including Coal, Petroleum and Natural Gas, New and Renewable Energy, Power and Atomic Energy leading to a fragmented institutional framework and if so, the details thereof;

(b) whether such fragmentation has resulted in overlapping responsibilities, regulatory bottlenecks, delays in implementation of national energy projects and sub-optimal allocation of financial and administrative resources and if so, the details thereof;

(c) whether the Government has proposed to establish an Integrated Ministry of Energy to ensure coordinated planning and management of all energy sources including coal, natural gas, biomass, nuclear and renewable energy as complementary components of a unified national energy strategy rather than competing sectors; and

(d) if so, the details of the roadmap, consultations undertaken and the 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 (d) This subject is beyond the purview of the Ministry of Power. However, it is submitted that, while India's energy governance is presently distributed across multiple Ministries, coordination across the energy sector is ensured through established institutional mechanisms, including inter-Ministerial consultations, Sectoral Group of Secretaries, NITI Aayog and Cabinet Secretary.

पीयूसी केंद्रों द्वारा मानदंडों का उल्लंघन

794. श्री अनूप प्रधान वाल्मीकि:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार इस तथ्य से अवगत है कि अधिकांश प्रदूषण नियंत्रण केंद्र (पीयूसी) वाहनों की उचित जांच किए बिना ही पीयूसी प्रमाण-पत्र जारी कर रहे हैं, जिससे तकनीकी रूप से अनुपयुक्त और अत्यधिक प्रदूषण फैलाने वाले वाहनों को भी पीयूसी प्रमाण-पत्र जारी हो रहे हैं; यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) पिछले पांच वर्षों के दौरान पीयूसी केंद्रों द्वारा प्रदूषण जांच में विफल घोषित किए गए वाहनों का वर्ष-वार कुल प्रतिशत कितना है;

(ग) पिछले पांच वर्षों के दौरान मानदंडों का उल्लंघन करने या बिना जांच किए पीयूसी प्रमाण-पत्र जारी करने वाले केंद्रों के विरुद्ध क्या कार्रवाई की गई है; और

(घ) क्या भविष्य में सभी पीयूसी केंद्रों पर जांच प्रक्रिया की वास्तविक समय की निगरानी और तीसरे पक्ष के ऑडिट को अनिवार्य करने की कोई योजना है, ताकि प्रदूषण नियंत्रण के इस महत्वपूर्ण पहलू को पारदर्शी और प्रभावी बनाया जा सके?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) और (घ) प्रदूषण नियंत्रण (पीयूसी) केंद्रों का संचालन संबंधित राज्य सरकारों/संघ राज्य क्षेत्रों के अधिकार क्षेत्र में आता है, सरकार के सड़क परिवहन और राजमार्ग मंत्रालय द्वारा नियम बनाए जाते हैं। इसके अतिरिक्त, मौजूदा पीयूसी ढांचे को सुदृढ़ करने के लिए एआईएस 137 (भाग 8) में संशोधन किया गया है, जिसमें पीयूसी केंद्र से एनआईसी केंद्रीय सर्वर को प्रेषित प्रदूषण डेटा पर छेड़छाड़-रोधी क्रिप्टोग्राफिक हस्ताक्षर सक्षम करने का प्रस्ताव है।

(ख) एनआईसी से प्राप्त आंकड़ों के अनुसार, पीयूसी केंद्रों द्वारा प्रदूषण परीक्षण में असफल घोषित किए गए वाहनों की संख्या निम्नानुसार है:

वर्ष	जारी पीयूसीसी	असफल पीयूसीसी	प्रतिशतता
2026 (12 जुलाई, 2026 तक)	46788720	465342	0.99
2025	86645718	1302666	1.50
2024	77814494	2100849	2.70
2023	72529879	550937	0.76
2022	64804632	488240	0.75
2021	54174503	297993	0.55

(ग) एनआईसी से प्राप्त इनपुट के आधार पर, त्रुटिपूर्ण पीयूसी केंद्रों की पहचान की जाती है और उसके बाद, राज्य सरकारों को समय-समय पर इस संबंध में उचित कार्रवाई करने की सलाह दी जाती है।

ADDITIONAL PAYMENT FOR HAJ PILGRIMS

795. SHRI V. K. SREEKANDAN:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the airlines have demanded an additional payment of Rupees 10,000 from Haj pilgrims as differential fare by 15th May, 2026 and if so, the details thereof;

(b) whether the said amount was demanded despite collection of Rupees 90,844 per pilgrim a couple of months earlier from pilgrims departing from the Mumbai Embarkation Point and if so, the details thereof; and

(c) whether, in view of the reduction in Aviation Turbine Fuel (ATF) prices, the airlines are likely to withdraw the demand for the additional payment of Rupees 10,000 per pilgrim and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (c)In view of the extraordinary circumstances arising out of the crisis in the Middle East and the consequent increase in operational costs, the selected airlines made a representation to Ministry of Minority Affairs seeking an upward revision in pilgrims' airfare of up to USD 400 per pilgrim, citing, inter alia, the increase in Aviation Turbine Fuel (ATF) prices. After due consideration, consultation with stakeholders, and Procurement rules of Govt of India, an increase of USD 100 (approximately 10,000 rs) per pilgrim was approved by Ministry of Minority Affairs across all airlines and all embarkation points.

INVESTIGATION IN CRASH OF AIR INDIA FLIGHT

796. DR. MOHAMMAD JAWED:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) the present status of the investigation into the crash of Air India Flight AI-171 including the agencies involved and the stage of the inquiry;

(b) whether any timeline has been fixed for completion of the investigation and submission of the final report and if so, the details thereof;

(c) whether the Government has undertaken any review of aviation safety standards, operational procedures, aircraft maintenance protocols, pilot training or regulatory oversight following the AI-171 crash and if so, the details thereof; and

(d) the details of the corrective and preventive measures taken or proposed to be taken to enhance aviation safety and prevent recurrence of similar accidents?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) and(b) A preliminary investigation report was published by AAIB on 12 July 2025 and same is available on their website www.aaib.gov.in. The investigation is under progress. All probable causes leading to the accident are being investigated.

As per the ICAO Annex 13 requirements, the interim statement has been published by AAIB on 12 June 2026. The final investigation report will

be published after completion of the investigation. AAIB is conducting its investigation transparently and is yet to conclude the investigation.

(c) and(d) The Directorate General of Civil Aviation (DGCA) has a systematic safety oversight mechanism for monitoring compliance with the Rules and Civil Aviation Requirements (CARs), encompassing all aircraft and airport operators. The safety oversight process includes regulatory audits, night surveillance, ramp inspections, spot checks and special audits. DGCA publishes the Annual Surveillance Plan (ASP) on its website. The findings of audits, surveillance and spot checks are followed up with the operator concerned for compliance.

Post AI-171 accident, the following measures have been taken:

(i) DGCA General Safety Circular 01/2025 dated 19th June 2025 has been implemented for comprehensive special audit to assess aviation ecosystem & strengthen aviation safety architecture.

(ii) DGCA has issued General Safety Circular 02/2025 dated 11th December, 2025 on advance preparedness & timely compliance of specific operating regulations.

(iii) One-time enhanced inspections have been carried out on B-787 to verify the serviceability and the safe operation of scheduled flights.

(iv) DGCA directed M/s Air India to carry out additional maintenance action on B-787-8/9 aircraft equipped with Genx engine.

HIGH POTENTIAL AGRICULTURAL AND FOOD PRODUCTS

797. SUSHRI S. JOTHIMANI:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) whether the Government has identified high potential agricultural and food products for value addition and prepared product-specific development strategies to enhance processing, quality, and export readiness and if so, details thereof;

(b) the steps taken/proposed to be taken by the Government to strengthen value chain for such products through processing infrastructure, common facilities, cold chain, food testing laboratories, packaging, branding and quality certification;

(c) the measures taken to support Micro, Small and Medium Enterprises (MSMEs), Farmer Producer Organisations (FPOs), cooperatives, Self Help Groups (SHGs) and start-ups in developing value-added food products and improving their competitiveness in domestic as well as in international markets;

(d) whether the Government has prepared district specific implementation roadmaps for products identified under One District One Product (ODOP) initiative to promote value addition, processing, branding and exports and if so, the details thereof; and

(e) the future roadmap to position India as a global hub for value-added food products through innovation, technology adoption, product diversification and private sector?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) to (e) Keeping in view potential of development of Food Processing sector, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/ expansion of related infrastructure, through its two Central Sector Scheme viz. Pradhan Mantri Kisan SAMPADA Yojana (PMKSY), Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and a Centrally sponsored PM Formalization of Micro Food Processing Enterprises (PMFME) Scheme. These schemes are demand driven and implemented across the country.

PLISFPI is, inter alia, intended to support creation of global food manufacturing champions and support Indian brands of food products in international market. One component of the Scheme focuses for incentive support to four distinct categories of food product segments viz. Ready to Cook (RTC) / Ready to Eat (RTE) foods including Millet based products, processed fruits & vegetables, marine products and mozzarella cheese. Second component relates to production of innovative / organic products of Small and Medium Enterprises (SMEs) in these four segments. Another

component of the Scheme focuses on support for branding and marketing abroad to incentivize emergence of strong Indian brands.

Under Operation Greens-Long Term Interventions, a component schemes of PMKSY, MoFPI is providing financial assistance for value chain development of 10 fruit crops, 11 vegetable crops and shrimp in the identified production clusters. The production clusters for these crops are identified based on the horticultural production data provided by the Ministry of Agriculture and Farmers Welfare, in consultation with the Horticulture Departments of the respective states.

MoFPI is strengthening value chains, enhancing productivity and value addition of the products through an integrated approach by supporting the creation and modernization of food processing infrastructure under various component schemes of PMKSY, including Integrated Cold Chain and Value Addition Infrastructure, Mega Food Parks, Agro Processing Clusters, Creation/Expansion of Food Processing and Preservation Capacities and Food Testing Laboratories.

Financial assistance is provided for primary processing centres, collection centres, warehousing, cold storage, packaging, logistics, quality assurance infrastructure, food safety compliance, branding and marketing under the schemes implemented by MoFPI.

Ministry provides subsidy/incentives to the eligible applicants including Micro, Small and Medium Enterprises (MSMEs), Farmer Producer

Organizations (FPOs), cooperatives, Self Help Groups (SHGs) and Start-ups under schemes implemented by MoFPI.

For Farmer Producer Organizations (FPOs), quantum of grant under the PMKSY is provided at enhanced level of 50% of eligible project cost, in comparison to 35% for proposals from general areas (Subject to the maximum ceiling under respective sub-schemes).

In order to align food processing infrastructure with export requirements, international standards and market access, MoFPI is implementing “PLISFPI” to support creation of global food manufacturing champions and support Indian brands of food products in international market.

One District One Product (ODOP) approach under PMFME Scheme has been adopted to reap the benefit of scale in terms of procurement of inputs, availing common services and marketing of products. It provides the framework for value chain development and alignment of support infrastructure. The ODOP are identified by States / UTs based on the agriculture production, raw material availability, perishability of the product etc. As on date, 137 unique ODOP products have been identified across 726 districts in 35 States/UTs, under the PMFME Scheme.

With the objective to boost investments and sourcing of Indian food products, MoFPI had organized four editions of World Food India (WFI) during the years 2017, 2023, 2024 and 2025 which serve a premier platform to highlight investment opportunities and advancements in food processing by

facilitating their integration into domestic and international markets. The event brings global food processing companies, innovators, supply chain stakeholders, equipment manufacturers, etc. on a collaborative platform and provide foreign companies with tie-up/ business opportunities with its Indian counterparts.

In addition, National Institute of Food Technology, Entrepreneurship & Management (NIFTEM) Kundli and NIFTEM, Thanjavur, under administrative control of MoFPI, are also engaged in R&D activities, innovation, technology adoption & product diversification in the food processing sector.

WATER CONSERVATION PROJECTS IN HAZARIBAGH

798. SHRI MANISH JAISWAL:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the number of projects sanctioned in respect of Hazaribagh Lok Sabha Constituency for rainwater harvesting, restoration of ponds and water conservation;

(b) the expenditure incurred thereon so far; and

(c) the number of projects completed and the current status of pending projects?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (c) Under the Jal Sanchay Jan Bhagidari (JSJB) initiative, the data available with Ministry of Jal Shakti is maintained district-wise and not Lok Sabha Constituency-wise. Hazaribagh Lok Sabha Constituency in the State of Jharkhand falls under two districts, namely Hazaribagh and Ramgarh. The district wise details of artificial groundwater recharge and storage structures including rainwater harvesting, restoration of ponds and water conservation are available at JSJB portal (https://jsjb.mowr.gov.in/).

विमान में संधारणीय ईंधन का उपयोग

799. श्री सुखजिंदर सिंह रंधावा:

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि**:**

(क) क्या सरकार विमानों में संधारणीय विमानन ईंधन के उपयोग पर विचार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) मौजूदा विमानन ईंधन और संधारणीय विमानन ईंधन के बीच क्या अंतर हैं, जिसमें उत्पादन लागत, पर्यावरणीय प्रभाव और विमान परिचालनों में परिचालन संबंधी चुनौतियां शामिल हैं;

(ग) संधारणीय विमानन ईंधन की वर्तमान उपलब्धता कितनी है; और

(घ) क्या एसएएफ उत्पादन के लिए कच्चे तेल का आयात करने की आवश्यकता होगी और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोल):

(क) से (घ) अंतरराष्ट्रीय नागर विमानन संगठन (आईसीएओ) के अनुसार, संधारणीय विमानन ईंधन (एसएएफ) एक ड्रॉप-इन विमानन ईंधन है जो टिकाऊ फीडस्टॉक जैसे उपयोग किए गए

खाना पकाने के तेल, कृषि अवशेषों, नगरपालिका ठोस अपशिष्ट और अन्य नवीकरणीय या गैर-जीवाश्म स्रोतों से निर्मित किया जाता है और प्राथमिक फीडस्टॉक के रूप में कच्चे तेल की आवश्यकता नहीं होती है, जबकि विमानन टर्बाइन ईंधन (एटीएफ) पेट्रोलियम (कच्चे तेल) से प्राप्त होने वाला पारंपरिक विमानन ईंधन है।

ड्रॉप-इन ईंधन होने के नाते, एसएएफ को पारंपरिक एटीएफ के साथ मिश्रित किया जा सकता है और किसी भी संशोधन की आवश्यकता के बिना मौजूदा विमान इंजनों और ईंधन प्रणालियों में उपयोग किया जा सकता है। इसके अतिरिक्त, एसएएफ में पारंपरिक एटीएफ की तुलना में जीवनचक्र ग्रीनहाउस गैस उत्सर्जन को काफी कम करने की क्षमता मौजूद है, जिससे विमानन क्षेत्र के डीकार्बोनाइजेशन में योगदान होता है। तथापि, विकासशील प्रौद्योगिकियों, सीमित उत्पादन क्षमता और टिकाऊ फीडस्टॉक की सीमित उपलब्धता के कारण संधारणीय विमानन ईंधन (एसएएफ) की वर्तमान उत्पादन लागत पारंपरिक विमानन टर्बाइन ईंधन (एटीएफ) की तुलना में अधिक होती है।

सरकार ने अंतरराष्ट्रीय परिचालनों के लिए पारंपरिक विमानन टर्बाइन ईंधन में एसएएफ के लिए वर्ष 2027 तक 1%, वर्ष 2028 तक 2% और वर्ष 2030 तक 5% के सांकेतिक मिश्रण लक्ष्यों को अनुमोदन प्रदान किया है। सार्वजनिक क्षेत्र की तेल विपणन कंपनियां वर्णित मिश्रण लक्ष्यों को प्राप्त करने में सक्रिय रूप से लगी हुई हैं।

STATUS OF THE COIMBATORE-ERODE-TIRUPPUR CITY ECONOMIC REGION

800. SHRI K. E. PRAKASH:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the present status of the Coimbatore-Erode-Tiruppur City Economic Region identified under the Union Government's economic cluster development initiatives, including the details of projects under consideration, approved, sanctioned or allocated, if any.

(b) the details of Public-Private Partnership (PPP) reform-cum-results-based financing proposed for the region, along with the milestones prescribed for release of assistance and implementation of projects;

(c) the details of logistics, industrial connectivity, freight movement, economic infrastructure supporting exports and urban infrastructure projects proposed or sanctioned for the Erode industrial cluster,

(d) whether the Certified Emission Reduction (CER) framework envisages integrated urban infrastructure, logistics, industrial connectivity and common infrastructure facilities for strengthening the competitiveness of the textile, engineering, agro-processing and Micro, Small and Medium Enterprises (MSMEs) sectors located in Erode, Tiruppur and Coimbatore and if so, the details thereof, and

(e) the timeline envisaged for completion of the approved projects and operationalisation of the proposed financing and infrastructure mechanisms in the Coimbatore-Erode-Tiruppur Economic Region?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) The Micro & Small Enterprises – Cluster Development Programme (MSE-CDP) is a Central Sector, demand-driven Scheme of the Ministry of MSME for establishment of Common Facility Centres (CFCs) and Infrastructure Development Projects to enhance the competitiveness of Micro and Small Enterprises (MSEs). The Scheme does not have any component specifically as Coimbatore-Erode-Tiruppur City Economic Region (CER).
(b) The MSE-CDP does not have any provision relating to Public-Private Partnership (PPP) reform-cum-results-based financing.
(c) to (e) NIL.

POWER SECTOR LITIGATIONS

801. SHRIMATI ROOPKUMARI CHOUDHARY:

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

(a) the details of the total number of litigations relating to the power sector pending across the country, State-wise;

(b) the details of such litigations pending before the Supreme Court, High Courts, the Appellate Tribunal for Electricity (APTEL), the Central Electricity Regulatory Commission (CERC), State Electricity Regulatory Commissions (SERCs), forum-wise and other judicial or quasi-judicial authorities along with the major issues involved therein;

(c) whether the Government has assessed the financial and operational impact of such litigations on the power sector;

(d) if so, the details thereof including the estimates of the value of claims involved, State-wise; and

(e) the measures taken or proposed to be taken by the Government to expedite the resolution of power sector disputes, reduce litigation and strengthen institutional mechanisms for dispute resolution 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) and (b) As per the information available with the Ministry of Power through the Legal Information Management and Briefing System (LIMBS) of the Department of Legal Affairs, Ministry of Law and Justice, approximately 1,303 court cases involving the Ministry were pending before various judicial forums. In addition, as on 30th June, 2026, around 2,911 matters were pending before the Appellate Tribunal for Electricity (APTEL). Similarly, 1,193 petitions were pending at Central Electricity Regulatory Commission (CERC) as on 30th June, 2026. These cases relate to a wide range of issues in the electricity sector, including General Network Access (GNA), connectivity, compensation for Right of Way requirements for laying transmission lines, compliance with the Indian Electricity Grid Code (IEGC), Power Purchase Agreement (PPA) enforcement and other contractual disputes, Change in Law claims, tariff determination and true-up of tariffs, Force Majeure claims, and matters relating to the Deviation Settlement Mechanism (DSM), among other regulatory and commercial issues.

(c) and (d) The financial and operational implications of these cases vary depending on the nature of the dispute, the parties involved, and the stage of adjudication. Since each case is decided on its own facts and merits, it may not be feasible to quantify the overall financial or operational impact. The actual implications are contingent upon the final outcome of the proceedings and the directions issued by the concerned courts, Appellate Tribunal or Regulatory Commission.

(e) **(i) Electricity Act, 2003 ("Act")** provides a comprehensive institutional framework for dispute resolution in the power sector. Under **Sections 79 and 86 of the Act**, CERC and State Electricity Regulatory Commissions (SERCs), respectively, are empowered to adjudicate disputes involving entities within their jurisdiction or to refer such disputes for arbitration.

(ii) Under Section 110 of the Act**,** the Central Government has established the APTEL to hear appeals against the orders of the adjudicating officer and the Regulatory Commissions. Section 125 provides that any person aggrieved by a decision or order of APTEL may file an appeal before the Supreme Court of India within sixty days from the date of communication of such decision or order.

(iii) Section 158 of the Act empowers the Regulatory Commission to nominate arbitrators for arbitration of disputes referred under the Act.

(iv) Special Courts have been constituted/designated in the States in accordance with the provisions of the Act for the speedy trial of offences under the Act.

(v) A dispute avoidance mechanism through the engagement of an Independent Engineer has been put in place for hydro projects executed by Central Public Sector Undertakings (CPSUs) under the Ministry of Power to facilitate early resolution of contractual issues and prevent disputes at the inception stage.

(vi) Ministry of Power has established the Conciliation Committee of Independent Experts (CCIE) to provide a fast-track, amicable alternative dispute resolution process for contractual disputes in projects implemented by CPSUs and statutory bodies under the control of the Ministry.

(vii) To reduce disputes relating to the laying of transmission lines and Right of Way (RoW), Ministry of Power has issued guidelines for compensation towards damages caused during transmission line construction. These guidelines are reviewed and revised periodically to address stakeholders' concerns and facilitate timely implementation of transmission projects.

(viii) CERC has implemented the **"**SAUDAMINI" e-Court initiative to facilitate end-to-end digital management of regulatory proceedings.

(ix) APTEL has introduced virtual hearing facility, thereby improving accessibility, convenience, and the efficiency of judicial proceedings.

DISCONTINUATION OF ROUTES UNDER UDAN

802. SHRI PUSHPENDRA SAROJ :

ADV. PRIYA SAROJ :

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) the number of routes under the UDAN Scheme on which airline operators discontinued services before completion of their contractual obligations, State-wise, particularly for Uttar Pradesh;

(b) the number of cases in which penalties were imposed, bank guarantees were invoked or financial incentives were recovered from defaulting airline operators;

(c) the number of airports and routes affected due to such discontinuation of services, Statewise, particularly for Uttar Pradesh;

(d) the findings of the Government's assessment regarding the impact of such discontinuation on regional connectivity, passenger traffic and accessibility; and

(e) the measures taken to ensure continuity of services, strengthen enforcement of contractual obligations and prevent recurrence of premature withdrawal of UDAN operations?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (c) Under the UDAN scheme, 32 routes for Uttar Pradesh were discontinued before completion of their 3-year VGF support tenure and are non-operational. 6 airports in Uttar Pradesh have become non-operational due to discontinuation of these routes.

The above discontinued routes may be considered under the next phase of UDAN, with State Governments encouraged to identify and prioritize them for award based on regional connectivity needs, development objectives, and demand potential.

There are 14 cases in which penalties were imposed by forfeiture of Bank Guarantees against short performance during 2024-25 and 2025-26.

(d) The underlying premise of UDAN scheme is to establish connectivity to unserved and underserved airports and regions. The scheme has facilitated the development of airports, many of which have evolved to provide alternate flight and route options, thereby not losing out on connectivity.

(e)To ensure continuity of services under the UDAN Scheme, State Governments have been entrusted with identifying and prioritising high-potential aerodromes, while airlines are required to submit business plans before route awards. The Implementing Agency also publishes a list of ready or likely-to-be-ready aerodromes to facilitate timely operationalisation. Additionally, discontinued eligible routes are re-bid in subsequent rounds and the Scheme permits route novation after award, allowing operational rights to be transferred to another eligible airline to maintain uninterrupted regional connectivity.

The next phase of the UDAN scheme strengthens the sustainability of routes through longer-duration VGF support with a tapered mechanism to allow sufficient time for route maturation. Airport sustainability concerns are being addressed by provision of dedicated O&M support for aerodromes.

KRISHI UDAN SCHEME FOR TAMIL NADU

803. SHRI A. MANI:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Government proposes to expand the benefits of the Krishi UDAN Scheme to farmers and Farmer Producer Organisations in Dharmapuri district of Tamil Nadu to facilitate the timely and cost-effective air transportation of mangoes, vegetables, flowers and other perishable horticultural produce to domestic and international markets and if so, the details thereof;

(b) whether the Government has assessed the feasibility of establishing collection centres, pack houses, cold-chain infrastructure and refrigerated logistics linking Dharmapuri with the nearest airports under the Krishi UDAN Scheme and if so, the details thereof;

(c) whether any proposal has been received for improving air cargo connectivity for agricultural produce from Dharmapuri and if so, the details thereof; and

(d) the steps proposed to be taken to reduce post-harvest losses, improve farmers' incomes and enhance export opportunities for horticultural produce from Dharmapuri under the Krishi UDAN Scheme?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) The Krishi Udan Scheme aims to ensure seamless, cost-effective, time-bound, air transportation and associated logistics for all Agri-produce originating especially from the Northeast, hilly and tribal regions of the country, so that it improves their value realisation. All perishable commodities such as horticulture, fishery, livestock and processed products are covered under the Krishi Udan Scheme.

(b) The development of cargo facilities is a continuous process and depends on various factors such as airport development progress, increase in scheduled operations, handling capacity, growth in domestic cargo volumes and demand from airlines. The Government's approach is to provide suitable policy and congenial regulatory regime, for the encouragement of infrastructure development, simplification of procedures, technological upgradation, and deployment of skilled manpower, all aimed at efficient and cost-effective air cargo services delivery.

(c) The airlines initiate cargo operations based on their internal assessment of cargo potential, handling capabilities and overall commercial viability of operating from any airport. Consequently, the decision to operate on any route rests with the airlines.

(d) Under the Krishi Udan Scheme, in order to facilitate and incentivise movement of agri-produce by air transportation, reduce post-harvet losses, improve farmers' incomes and enhance export opportunities, waiver of landing and parking charges is provided for Indian freighters and P2C (Passenger-to-Cargo) Aircraft by the Airports Authority of India (AAI) and the

Ministry of Defence at selected airports. In addition, Route Navigation Facility Charges (RNFC) and Terminal Navigational Landing Charges (TNLC) are waived at such selected AAI airports. Agricultural and Processed Food Products Export Development Authority (APEDA), also organizes training and capacity building programs in collaboration with concerned Ministries for its stakeholders to sensitize its members regarding Government Schemes including Krishi Udan.

RELEASE OF CAUVERY WATER

804. SHRI A. RAJA:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the quantity of water released by Karnataka to Tamil Nadu during the last three years and the current year, month-wise;

(b) whether there has been any shortfall in such release as compared to the orders of the Cauvery Water Management Authority and the Cauvery Water Disputes Tribunal and if so, the details thereof; and

(c) the measures taken/proposed to be taken by the Government to ensure release of the full monthly quota of water as recommended by the Authority?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) The actual quantity of water released by Karnataka to Tamil Nadu during the last three water years and the current water year, month-wise and the stipulated flows to be ensured at the inter-state contact point i.e.

Biligundulu, in a normal year, as per the Final Award of Cauvery Water Dispute Tribunal (CWDT), as modified by the Hon'ble Supreme Court, is given in the enclosed **Statement.**

(c) The hydro-meteorological conditions in the Cauvery basin viz., the rainfall situation so far and the forecast/outlook for the next fortnight, live storage position, inflow/outflow from the 08 designated reservoirs and the actual realization of flows at Biligundulu are deliberated in detail in the meetings of the Cauvery Water Regulation Committee (CWRC) and Cauvery Water Management Authority (CWMA) comprising members from Basin States on regular basis.

Keeping in view the above, necessary direction for Karnataka to ensure the realization of the required flows at Biligundulu during the next fortnight, as per the final award of the CWDT, as modified by the Hon'ble Supreme Court, is taken and duly recorded in the proceedings of the respective meeting. The compliance of the decision taken in the previous meeting of CWRC/CWMA, to ensure realization of flows at Biligundulu is deliberated in the next meeting of CWRC/CWMA.

STATEMENT

Actual quantity of water released by Karnataka to Tamil Nadu

Month	Stipulated flows to be ensured at Biligundulu (in TMC)	Actual flows realized at Biligundulu during the month (in TMC)			
		Water Year 2023-24	Water Year 2024-25	Water Year 2025-26	Water Year 2026-27
June	9.19	2.833	2.252	42.256	2.915

July	31.24	8.747	96.537	103.514	0.459*
August	45.95	19.995	78.393	51.943	
September	36.76	13.585	27.613	40.790	
October	20.22	12.844	39.711	53.477	
November	13.78	10.658	19.823	17.697	
December	7.35	5.447	18.480	7.603	
January	2.76	2.615	3.538	2.687	
February	2.5	0.660	2.041	2.226	
March	2.5	0.940	3.064	2.45	
April	2.5	0.4385	4.330	2.674	
May	2.5	2.656	9.830	3.101	
Total	**177.25**	**81.419**	**305.612**	**330.418**	**3.374***

*Upto 16/07/2026

IRRIGATION PROJECTS UNDER PRADHAN MANTRI KRISHI SINCHAYEE YOJANA

805. SHRI SHASHANK MANI:

SHRI SURESH KUMAR KASHYAP:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the details of irrigation projects sanctioned, completed and under implementation under the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) in Uttar Pradesh and Himachal Pradesh, particularly in Shimla Lok Sabha Constituency along with the funds allocated, released and utilised for the purpose during the last five years;

(b) whether the Government has identified irrigation-deficit and flood-prone regions in the eastern part of Uttar Pradesh for priority intervention under PMKSY and if so, the details thereof;

(c) the steps taken to promote micro-irrigation, watershed development and on-farm water management in such regions;

(d) whether the Government has formulated any special strategy under PMKSY – Har Khet Ko Pani to address the challenges of water scarcity, climate change and erratic rainfall in the hill regions of Himachal Pradesh, particularly in Shimla Lok Sabha Constituency and if so, the details thereof; and

(e) whether the Government proposes to provide any special Central assistance or package for expanding drip and sprinkler irrigation for apple, kiwi and other horticultural crops in the Shimla Lok Sabha Constituency, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) Details of irrigation projects sanctioned, completed and under implementation under Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) in Uttar Pradesh and Himachal Pradesh along with central assistance provided during last five years i.e. 2021-22 to 2025-26 are as follows:

Sl. No.	Details	Uttar Pradesh	Himachal Pradesh
PMKSY- Accelerated Irrigation Benefits Programme (PMKSY-AIBP)			
1.	No. of projects included	4	3
2.	No. of projects completed	2	0
3.	No. of Projects under implementation	2	3

4.	Central assistance provided in last five years (Rs crore)	23.91	2,351.50
PMKSY- Surface Minor Irrigation (PMKSY-SMI)			
1.	No. of projects included	-	129*
2.	No. of projects completed	-	108
3.	No. of Projects under implementation	-	21
4.	Central assistance provided in last five years (Rs crore)	-	377.61

*Out of 129 surface minor irrigation projects of Himachal Pradesh, 28 projects benefit Shimla district.

(b) and (c) Out of four projects of Uttar Pradesh included under PMKSY-AIBP, two projects namely Saryu Nahar Pariyojna and Bansagar Canal Project benefit eastern part of Uttar Pradesh, viz. Baharaich, Basti, Gorakhpur, Gonda, Shravasti, Balrampur, Sidharth Nagar, Sant Kabir Nagar, Allhabad and Mirzapur districts. 13.23 lakh hectare irrigation potential in these districts has been created through these projects.

The Department of Agriculture & Farmers Welfare is implementing the Centrally Sponsored Scheme of Per Drop More Crop (PDMC) for promotion of on farm micro irrigation. 5.86 lakh hectare area has been brought under micro irrigation in Uttar Pradesh under this scheme since 2015-16. In addition, 305 projects have been included under Watershed Development Component of the PMKSY, being implemented by Department of Land Resources.

(d) and (e) To enhance irrigation coverage and address the challenges of water scarcity, climate change and erratic rainfall, 129 SMI projects of Himachal Pradesh, with irrigation potential of 20.38 thousand hectare, has been included under HKKP component of PMKSY, out of them 28 project benefit Shimla district.

Further, micro irrigation development in Himachal Pradesh is 13.58 thousand hectare under PDMC, since 2015-16, out of them 1,518 hectare is in Shimla district, including micro irrigation for horticultural crops.

STATUS OF JAL SHAKTI ABHIYAN IN TAMIL NADU

806. SHRI THARANIVENTHAN M. S.:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the present status of the Jal Shakti Abhiyan (JSA) including the number of districts and villages covered in Tamil Nadu since its launch;

(b) the major outcomes and improvements achieved in water conservation, groundwater recharge and watershed management under the said Abhiyan in Tamil Nadu including Arani Lok Sabha Constituency;

(c) whether the Government has identified any challenges or bottlenecks faced by States in effective implementation of the said abhiyan and if so, the details thereof; and

(d) the steps being taken to ensure community participation, transparency and sustainable water resources management under the said Abhiyan?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) Water is a State subject and the Central Government supplements the efforts of the States through technical and financial support. Water conservation is one of the foremost priorities of the Government.

The Ministry of Jal Shakti launched the Jal Shakti Abhiyan (JSA) in 2019 as a time-bound, mission-mode water conservation campaign in 256 water stressed districts of the country. The Hon'ble PM of India launched the campaign in 2021 as Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) with the message, "Catch the Rain: Where It Falls, When It Falls." Since then, JSA: CTR evolved into a national movement, reinforcing India's collective commitment to water security through localised action and institutional convergence. The JSA: CTR campaign was implemented nationwide in all the districts (rural as well as urban) of the country including the state of Tamil Nadu and each edition had included a targeted focus since 2023 to maximize impact.

To further deepen public involvement, "Jal Sanchay Jan Bhagidari" (JSJB) initiative was launched in Surat, Gujarat on 6th September 2024. In June 2025, JSJB 2.0 was launched. The implementation cycle for JSJB 2.0 commenced on 1 June 2025 and concluded on 31 May 2026. Jal Sanchay Jan Bhagidari: Catch the Rain (JSJB: CTR) – 2026 was launched on 1st June 2026 enhancing the scope of the Jal Sanchay Jan Bhagidari (JSJB)

initiative and simultaneously integrating it with the Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) campaign.

Under the Jal Shakti Abhiyan, 4,47,997 Water Conservation & Rainwater Harvesting structures, 44,494 Renovation of traditional water bodies, 5,67,550 Reuse and Recharge structures, 3,46,537 Watershed Development structures are reported by the State Government of Tamil Nadu which inter alia includes 17,962 Water Conservation & Rainwater Harvesting structures, 3,518 Renovation of traditional water bodies, 24,490 Reuse and Recharge structures, 12,324 Watershed Development structures in Arani Lok Sabha Constituency. Also, the State Government of Tamil Nadu reported that all the districts and 12,480 Panchayats are covered under Jal Shakti Abhiyan since inception.

(c) 'Water' being a State subject, the aspects related to water resources including its conservation are studied, planned, funded and executed by the State Governments themselves as per their own resources and priorities. The State Government of Tamil Nadu informed that it has successfully implemented Jal Shakti Abhiyan campaign in the state through inter-departmental coordination with various stakeholder departments like water resources, rural development, agriculture and urban bodies.

(d) 'Water' being a State subject, the responsibility for the conservation and management of water resources, including public awareness generation, primarily rests with the State Governments and local bodies. However, the Government of India undertook several initiatives including Jal Shakti Abhiyan:

Catch the Rain (JSA: CTR) across the country to sensitize the public about the importance of water conservation and to promote behavioral changes in water usage patterns. Awareness generation is one of the five focused interventions of JSA: CTR campaign which aimed at spreading public awareness about water-related challenges and the importance of conservation, with an emphasis on turning water conservation into a people's movement (Jan Andolan).

As part of JSA: CTR, States and Union Territories were requested to establish Jal Shakti Kendras (JSKs) in all districts. These Kendras function as resource and knowledge centers, providing information on water-related issues, showcasing best practices, offering technical support, and serving as local hubs for water conservation strategies. 712 Jal Shakti Kendras have been established across the country including 38 JSKs in Tamil Nadu.

The JSJB initiative encourages collective action by communities, civil society, and local governments to implement low-cost, locally appropriate water conservation solutions under a whole-of-society and whole-of-government approach. As part of this initiative, the National Water Mission (NWM) under the Ministry of Jal Shakti, in collaboration with various agencies, organizes several community awareness programs to highlight the importance of water conservation.

To further enhance outreach, the National Water Mission (NWM) collaborated with the Department of Youth Affairs, leveraging the extensive network of Nehru Yuva Kendra Sangathan (NYKS) and its youth clubs to

mobilize grassroots participation in water conservation efforts under the Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) campaign.

COMPLAINTS AGAINST TOLL PLAZAS

807. SHRI K. C. VENUGOPAL:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) the number of complaints registered by commuters against toll plazas on National Highways across the country during the last three years, State-wise particularly on staff misbehaviour, physical assault and long waiting times;

(b) the total number of show-cause notices issued, financial penalties imposed or contract terminations executed by the National Highways Authority of India (NHAI) against concessionaires and toll-operating agencies found violating standard operating procedures during the last three years;

(c) whether the Government proposes to suspend toll collection on National Highways that are under construction, if so, the details thereof; and

(d) whether the Government has conducted regular compliance audits to verify if toll plazas are providing mandatory basic amenities, if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Complaints regarding staff misbehaviour, physical assault, and long waiting times at fee plazas are received and addressed in a timely manner.

Appropriate action is taken to resolve the issues and ensure effective redressal of the complaints. The State-wise details of such complaints received during the last three years are given in the enclosed **Statement-I.**

(b) The details of show cause notices issued to tolling Contractors, penalties imposed and termination of contracts during the last three years are given in the enclosed **Statement-II.**

(c) The collection of user fee commences only upon issuance of the Completion Certificate/Provisional Completion Certificate and the safety report certifying that the concerned section of the National Highway is fit for operation. User fee at Fee Plazas on National Highways (NHs) is levied and collected only after the publication of the respective user fee notification in the Gazette of India, in accordance with the provisions of the National Highways Fee (Determination of Rates and Collection) Rules, 2008 and the terms and conditions stipulated in the respective Concession Agreements.

Further, as per the provisions of the NH Fee Rules, 2008, the applicable user fee is reduced during the period of upgradation of National Highway projects, and no annual revision of the user fee is carried out until completion of the upgradation works, as under:

(i) Reduction of applicable user fee to 30% on stretches where two-lane highways with paved shoulders but below four lane configuration being upgraded to four lane or more lanes configuration.

(ii) Reduction of applicable user fee to 75% on stretches where upgradation of four lane highways being upgraded to six lane or above configuration.

(d) Regular inspections and monitoring of User Fee Plazas are conducted through executing authority, in accordance with the provisions of the Contract/ Concession Agreement and extant operational guidelines. Compliance with prescribed requirements such as ambulance, crane, patrol vehicles, toilets, drinking water, illumination, lane equipment, CCTV surveillance, Variable Message Sign (VMS), FASTag infrastructure, public information display boards and other mandatory facilities is periodically reviewed through inspections, audits and reports. Wherever deficiencies are observed, corrective directions are issued and contractual action, including imposition of penalties or other measures as per the provisions of the Contract/Concession Agreement, is taken against the defaulting agency, wherever warranted.

STATEMENT-I

Details of complaints received relating to staff behaviour, physical assault and excessive waiting time (through 1033, PG, Rajmarg Yatra App, email, written etc.)

Name of the states/UTs	No. of complaints	Total Complaint resolved	Total Complaint Pending
Andhra Pradesh	3389	3389	0
Assam	3587	3587	0
Bihar	4424	4402	22

Chhatisgarh	1608	1608	0
Delhi	19461	19423	38
Gujarat	11026	11006	20
Himachal Pradesh	908	908	0
Jammu & Kashmir	1597	1597	0
Jharkhand	1100	1100	0
Karnataka	4884	4879	5
Kerala	3630	3630	0
Madhya Pradesh	3596	3589	7
Odisha	2647	2637	10
Punjab	4532	4506	28
Rajasthan	8837	8837	0
Tamil Nadu	2811	2804	7
Telangana	1764	1763	1
Uttar Pradesh	8697	8691	6
Uttarakhand	966	966	0
West Bengal	1536	1531	5

STATEMENT-II

Details of show cause notices issued to tolling Contractors, penalties imposed and termination of contracts during last 3 years

Total number of show cause notices issued (in last 3 years)	Penalties imposed in Rs./Cr. (in last 3 years)	Contracts terminated for such violations during the said period(in last 3 years)
146	5.53 Cr.	3

CYBERSECURITY OF ADVANCED TECHNOLOGY VEHICLES

808. SHRI G. M. HARISH BALAYOGI:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) the details regarding cyberattacks, malware, unauthorised access and other cybersecurity incidents involving vehicles and vehicle software systems reported across the country;

(b) the details of the existing regulatory framework governing cybersecurity and software update management in technologically advanced vehicles, including the categories of vehicles covered and the standards prescribed;

(c) whether any gaps have been identified in the existing framework for securing vehicle software systems, including battery management systems against cyber threats and if so, the steps taken or proposed to be taken to address the same;

(d) the mechanism for testing, certification, monitoring and enforcement of vehicle cybersecurity and software update systems and the agencies responsible for the same; and

(e) the steps taken or proposed to align India's vehicle cybersecurity standards with applicable international regulations and to strengthen cybersecurity and software update management in connected and advanced technology vehicles?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) The Indian Computer Emergency Response Team (CERT-In) has received reports of safety concern involving electric three-wheelers (e-rickshaws). It has been reported that it is possible for unauthorized individuals

to abruptly power off moving e-rickshaws by using a publicly available BMS mobile application.

CERT-In has identified the mobile apps which can be used to abruptly power-off batteries of e-rickshaws and reported to MeitY to remove the apps from application play stores.

(b) The Government in the Ministry of Road Transport and Highways vide G.S.R. 503(E) dated 17th June, 2026 has published draft rules for cyber security in respect of vehicles of category L, M and N as per AIS- 189 and AIS- 190 inviting comments and objections.

(c) and (e) With a view to harmonising the national standards with the internationally accepted regulatory framework, the provisions of UN Regulation No. 155 on Cybersecurity and Cybersecurity Management Systems (CSMS) and UN Regulation No. 156 on Software Update and Software Update Management Systems (SUMS) were transposed and AIS-189, titled Approval of Vehicles with regard to Cybersecurity and Cybersecurity Management System (CSMS), and AIS-190, titled Approval of Vehicles with regard to Software Update and Software Update Management System (SUMS), were formulated to establish the technical and procedural requirements for the approval of motor vehicles concerning cybersecurity and over-the-air (OTA) software updates.

(d) Rule 126 of the Central Motor Vehicle Rules (CMVR), 1989 mandates that every manufacturer or importer of a motor vehicle, including electric vehicles, shall submit the prototype to a testing agency notified under Rule 126. The

testing agency issues a Type Approval Certificate certifying compliance with the provisions of the Motor Vehicles Act, 1988 and the CMVR, 1989.

NATIONAL ROAD SAFETY STRATEGY AND ACTION PLAN

809. DR. HEMANG JOSHI:
SHRI VIJAY BAGHEL:
SHRI RAMESH AWASTHI:
SHRI ALOK SHARMA:
SHRI RAJKUMAR CHAHAR:
SHRIMATI ANITA NAGARSINGH CHOUHAN:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government has reviewed the implementation of the National Road Safety Strategy and Action Plan during the year 2026 and if so, the details thereof, State-wise and particularly district-wise for Madhya Pradesh and Chhattisgarh;

(b) the details of the findings of the said review along with the major road safety related issues identified in the said areas;

(c) whether financial assistance has been released for the rectification of identified black spots, development of road safety infrastructure, accident mitigation works and other road safety measures during the last two years, if so, the details thereof along with the sanctioned projects with their names and

current status, State/UT-wise, year-wise and particularly district-wise for Madhya Pradesh and Chhattisgarh; and

(d) the details of the procedure being followed for repair of isolated black spots along with the details, thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b) Government has formulated a multi-pronged strategy to address the issue of road safety based on 4E's i.e. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken for road safety in the country as given in the enclosed **Statement.**

(c) No separate allocation of funds is made for rectification works on road accident black spots which are executed either as part of on-going National Highways development works or on standalone basis out of general budgetary outlays. However, details of funds allocated and expenditure incurred during the last two years for development and maintenance of National Highways, in the State of Madhya Pradesh and Chhattisgarh, including rectification of road accident black spots are as under:

Madhya Pradesh:

Year	Allocation (₹ in Crore)	Expenditure (₹ in Crore)
2024-25	7819	7799
2025-26	10697	10,519
2026-27 (till 30.06.2026)	2604	2193

Chhattisgarh:

Year	Allocation (₹ in Crore)	Expenditure (₹ in Crore)
2024-25	2392	2280
2025-26	3705	3682
2026-27 (till 30.06.2026)	1035	684

In so far as roads and highways under the State Government or it's subordinate entities or local Governments are concerned, rectification of black spots on such roads including financial provisions, fall within the responsibility of the concerned State Government.

(d) Short-term measures for immediate rectification of Black corridors include road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, etc. Long-term measures like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are also taken as permanent rectification measures of black corridors as per site requirement. Long term rectification works involve pre-construction activities such as land acquisition, forest clearance & utility shifting which takes significant time.

STATEMENT

Details of various initiatives taken by the Government in Ministry of Road Transport and Highways for road safety: -

(1) Education:

i. Administered the scheme for setting up of Institutes of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) at State/district level across the Country. Recently revised scheme guidelines have been issued, incorporating enhanced financial assistance and streamlined eligibility criteria for establishing Driving Training Institutes. Additionally, incentives have been introduced for setting up Automated Testing Stations (ATS) in conjunction with Driving Training Institutes (DTIs) under the Training-Testing Cluster approach.

ii. Administered Road Safety Advocacy Scheme for raising awareness about road safety and for administering road safety programs.

iii. Observance of National Road Safety Month every year for spreading awareness and strengthening road safety.

(2) Engineering:

2.1. Road engineering:

i. Road Safety Audit (RSA) of all National Highways (NHs) has been made mandatory through third party auditors/ experts at all stages i.e. design, construction, operation and maintenance etc.

ii. High priority is accorded to identification and rectification of black spots /accident spots on NHs.

iii. Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies to look after RSA and other road safety related works.

iv. Administers the electronic Detailed Accident Report (e-DAR) Project to establish a central repository for reporting, management and analysis of road accidents data across the Country.

v. Issued guidelines for the provision of signages on Expressways and National Highways to offer improved visibility and intuitive guidance to the drivers.

vi. Provisions have been made in the Motor Vehicles Act, 1988 for failure to comply with standards for the road design, construction and maintenance, as prescribed by the Central Government from time to time.

2.2 Vehicle engineering: Various initiatives were undertaken to make vehicles safer, including the following:-

i. Mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.

ii. Prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40kmph.

iii. Mandatory provisions for fitment of following listed safety technologies:

For M1 category vehicles:

a. Seat Belt Reminder (SBR) for driver and co-driver.

b. Manual Override for central locking system

c. Over speed warning system.

For all M and N category vehicles:

a. Reverse Parking Alert System

iv. Mandated Anti-Lock Braking System (ABS) for certain classes of L [Motor vehicle with less than four wheels and includes a Quadricycle], M [Motor vehicles with at least four wheels used for carrying passengers] and N [Motor vehicles with at least four wheels used for carrying goods which may also carry persons in addition to goods, subject to conditions stipulated in BIS standards] categories.

v. Mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.

vi. Published the rules for recognition, regulation and control of Automated Testing Stations, which define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSs. The rules have been further amended on 31.10.2022 and 14.03.2024.

vii. Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out old, unfit and polluting vehicles.

viii. Formulated a Scheme to set up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system.

ix. Published rules regarding the Bharat New Car Assessment Program (BNCAP) to introduce the concept of safety rating of passenger cars and empower consumers to take informed decisions.

x. Published rules regarding prescribed level playing field in the area of manufacturing of buses by Original Equipment Manufacturers (OEMs) and Bus Body Builders.

xi. Mandated vehicles, manufactured on or after 1st October, 2025, shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category.

xii. Published rules for revision of standards for Safety Belt, Restraint Systems and Safety Belt Reminder to provide provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems, in Motor vehicles of category M,N and L7 w.e.f. 01st April, 2025. Further, the vehicles of category M1, manufactured on and after the 1st April 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.

xiii. Published rules for Active safety features in Medium and Heavy Duty vehicles, which provide for Braking System including Anti-lock Braking,

Endurance Braking System for M2, M3, N1, N2, N3 and Quadricycle (effective for new models from 1st January, 2027 and for existing models from 1st October, 2027), and Advanced Driver Assistance Systems (ADAS) including Vehicle Stability Function (VSF), Lane Departure Warning System (LDWS), Driver Drowsiness and Attention Warning Systems, Blind Spot Information Systems and Moving off Information Systems for M2, M3, N2 and N3 categories of vehicles (effective for new models from 1st October, 2027 and for existing models from 1st January, 2028).

xiv. Published rule for Acoustic Vehicle Alerting System (AVAS) meeting AIS-173 audibility standards has been mandated for electric vehicles. The requirement applies to new vehicle models manufactured on or after 1st October 2026 and existing vehicle models manufactured on or after 1st October 2027. Since electric vehicles operate almost silently at low speeds, AVAS generates an audible warning sound to alert pedestrians, cyclists, and especially visually impaired persons of an approaching vehicle, thereby enhancing road safety.

(3) Enforcement:

i. The Motor Vehicles (Amendment) Act, 2019 as stands implemented provides for strict penalties for ensuring compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology. Traffic management and enforcement is essentially in the domain of State Governments/UT Administrations. While Central Government

formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the purview of State Governments/UT Administrations.

ii. Issued rules for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices on high risk & high density corridors on National Highways, State Highways and critical junctions cities having a population of more than one million in the country and cities under National Clean Air Programme (NCAP).

iii. The Central Government, vide Notification dated 20.01.2026, has amended Rules 167 and 167A of the Central Motor Vehicles Rules, 1989 to establish a transparent, technology-driven and time-bound e-Challan framework for issuance, payment and redressal of traffic challans. The amendments also provide for online challenge of challans, automated notifications and stronger enforcement measures to improve compliance and road safety.

iv. Government has notified the National Road Safety Board Rules, 2025 and in accordance with the provisions of the said Rules, the National Road Safety Board has been constituted and notified vide S.O. 3505(E) dated 29.06.2026.

v. The Central Government has formulated the Guidelines on Constitution and Utilization of the State Road Safety Fund (SRSF) and Funding to District Road Safety Committees (DRSCs) 2025 to ensure sustained financing and accountable implementation of road safety measures

through the establishment of a non-lapsable State Road Safety Fund and by empowering District Road Safety Committees to undertake targeted road safety interventions at the grassroots level.

vi. On 10th June, 2024, the Government has issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with Motor Vehicle Act, 1988.

vii. The Government has issued guidelines under the 'Programme for Accelerated Renewal and Incentivization of Vehicle Assets for Reducing Transport Air Pollution and Network Emissions (PARIVARTAN Scheme)' on 14.07.2026 to accelerate the replacement of old, polluting vehicles with cleaner and safer alternatives in Delhi-NCR. The scheme promotes vehicle scrapping and adoption of environmentally friendly vehicles, contributing to improved road safety, reduced emissions, and sustainable mobility.

(4) Emergency care:

i. Revised the scheme guidelines (named as Rah-Veer) for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or non-medical care or assistance at the scene of an accident to the victim or transports such victim to the hospital. As per the scheme, the reward for Rah-Veer has been increased to Rs. 25,000/- from Rs. 5,000/-.

ii. Enhanced compensation of victims of Hit and Run motor accidents (from Rs. 12,500 to Rs. 50,000 for grievous hurt and from Rs. 25,000 to Rs.2,00,000 for death).

iii. The National Highways Authority of India has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridors of National Highways.

iv. Government has notified the 'Prime Minister – Road Accident Victims' Hospitalisation and Assured Treatment (PM-Rahat) Scheme' (Cashless Treatment of Road Accident Victims Scheme, 2025) on 5th May 2025. Subsequently, detailed operational guidelines, including the process flow, stakeholder-wise Standard Operating Procedures (SOPs), and clearly defined roles and responsibilities, were notified on 4th June 2025 to facilitate its effective implementation.

DELAYS IN IMPLEMENTATION OF JAL JEEVAN MISSION

810. SHRI SAPTAGIRI SANKAR ULAKA:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has assessed the delays in implementation of the Jal Jeevan Mission (Har Ghar Jal) and if so, the details thereof, State-wise including the reasons for time and cost overruns;

(b) whether the Government has received reports that execution of new water supply projects has led to damage to existing roads, drainage systems, pipelines and other public infrastructure without timely restoration and if so, the details thereof;

(c) the number of incomplete, delayed or non-functional water supply projects under the Mission, State-wise including Odisha;

(d) whether any performance audit or third-party quality assessment has been conducted to examine project execution, restoration of public assets and accountability of implementing agencies and if so, the details thereof; and

(e) the measures taken to ensure timely completion of projects, restoration of damaged infrastructure, quality control and uninterrupted safe drinking water supply to rural households?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) to (c) Drinking Water is a ‘State’ subject, and hence, under JJM, the responsibility of planning, approval, implementation, operation & maintenance of drinking water supply schemes lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance.

Since August 2019, Government of India, in partnership with States/ UTs, is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal to make provision of tap water connection to every rural household of the country. The Union Cabinet has approved extension of the JJM up to December 2028, with an enhanced outlay and a restructured implementation framework focusing on structural reforms in the rural drinking water supply sector under JJM 2.0.

States/ UTs have informed that lack of dependable drinking water sources in water stressed, drought prone and desert areas, presence of geogenic contaminants in ground water, uneven geographical terrain, scattered rural habitations, delay in release of the matching State share in some States, lack of technical capacity with implementing agencies, Gram Panchayats and local communities to plan, manage, operate & maintain the water supply schemes, delay in obtaining statutory/ other clearances, etc. are some of the challenges faced in the implementation of the mission. However, the operational guidelines for the implementation of the JJM, stipulates that time and cost overrun shall not be supported under JJM.

Since water is a state subject, the responsibility of implementation, inter-alia including repairing or restoration of roads that get affected while laying water supply pipelines of rural water supply schemes taken up under JJM, lies with State/ UT Governments and the funds available under JJM may be utilized for the same. The public grievances pertaining to JJM received in Department, inter alia, including restoration of roads, are forwarded to the respective States for their expeditious redressal. Further, to avoid any hardships to the villagers, States/ UTs have been advised to take up rural water schemes in a way with minimum damages to infrastructure such as roads/ highways and to restore the roads/ highways immediately in case of damages done while laying of pipelines for water supply systems.

At the start of JJM, only 3.23 crore (16.7%) rural households were reported to have tap water connections. So far, as reported by States/ UTs,

more than 12.66 crore additional rural households have been provided with tap water connections under JJM. Thus, as on 15.07.2026, out of 19.36 crore rural households in the country, more than 15.89 crore (82.09%) households are reported to have tap water supply in their homes and works for the remaining 3.47 crore households are at various stages of implementation in respective States. As numerous projects are implemented concurrently at various levels across the States for achieving the envisaged objectives, project-wise details of individual projects/ schemes for rural water supply projects are maintained at the State Government level. The State-wise details of tap connections including those in Odisha is in public domain and may be accessed at below link: https://ejalshakti.gov.in/jjmreport/JJMState.aspx

(d) For all works under JJM, third party inspection and certification before payment is mandatory. For the purpose, States have been empowered to empanel third party inspection agencies (TPIA) to check the quality of work executed by the agencies, quality of materials used for construction and quality of machinery installed in each of the scheme. The details of quality checks done by TPIAs is also maintained at State Level.

(e) To ensure timely completion of projects, restoration of damaged infrastructure, quality control and uninterrupted safe drinking water supply, the Government has, inter alia, taken the following measures:

i. Extension of JJM up to December 2028 with focus on completion of the remaining works;

ii. Regular review meetings, field visits and monitoring of physical and financial progress with States/UTs;

iii. Issuance of operational guidelines and technical advisories for quality construction, functionality and sustainability of schemes;

iv. Third-party inspection, geo-tagging and digital monitoring of scheme implementation;

v. Advisories regarding emphasis on timely restoration of roads and other public infrastructure after completion of pipe-laying works by implementing agencies;

vi. Strengthening of water quality monitoring through laboratories and community-based water quality surveillance using Field Testing Kits; and

vii. Focus on operation & maintenance, source sustainability, village-level institutional strengthening and grievance redressal to ensure supply of safe drinking water to rural households.

GUIDELINES FOR URBAN CHALLENGE FUND

811. ADV. ADOOR PRAKASH:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Government has finalised the guidelines for the recently approved Centrally Sponsored Scheme namely the "Urban Challenge Fund" and if so, the details thereof;

(b) whether private sector entities would have control over the projects under the Urban Challenge Fund and if so, the details thereof;

(c) whether the Urban Challenge Fund is proposed to replace the existing Central schemes for urban infrastructure development and if so, the details thereof; and

(d) whether the Union Government has held discussions with the State Governments regarding the implementation of the Urban Challenge Fund and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (c) The Ministry of Housing and Urban Affairs has launched Operational Guidelines for the Urban Challenge Fund (UCF) on 15th April, 2026. The scheme guidelines are in public domain and may be accessed at

https://www.mohua.gov.in/static/uploads/2026/04/7950afb9b2d5cb773ba3d6c64bde9726.pdf

UCF has been introduced to catalyse a paradigm shift in urban development by encouraging cities to transition towards market-based financing and integrated regional development. The Fund aims to position cities as a bankable asset class through targeted reforms, strengthened institutional capacity, improved governance and planning frameworks, and the development of sustainable revenue-generating urban infrastructure.

Under UCF, private sector participation is governed by the respective State/ Union Territories (UT) Governments and the Urban Local Bodies (ULBs). As per UCF Guidelines, projects under UCF may be implemented by private entities endorsed by the State/UT Government. Further, ULBs, in their

administrative jurisdiction, can designate the private entities as “Special Purpose Urban Infrastructure Manager (SPUIM)” for integrated delivery of housing, infrastructure, and Operations and Maintenance (O&M) in large-scale development.

(d) Following the launch of the Operational Guidelines of UCF, the Union Government has been actively engaged with States/ UTs. In addition to this, the Hon'ble Minister for Housing and Urban Affairs held a strategic meeting with the Ministers-in-charge of the Urban Development Departments of States/UTs on April 25, 2026, in New Delhi. The discussions focused on assisting States and UTs to effectively utilize the ₹1 lakh crore central assistance earmarked under the fund.

STATUS OF PROJECTS IN MAHARASHTRA UNDER SBM-U

812. SHRI ARVIND GANPAT SAWANT:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the details of projects approved and implemented in Maharashtra under the Swachh Bharat Mission – Urban (SBM-U), Urban Local Body and component-wise;

(b) the details of funds approved, released and utilised in Mumbai South Lok Sabha Constituency under the scheme since its inception, year-wise;

(c) the number of individual household toilets, community toilets and public toilets constructed in the said Lok Sabha Constituency under the Mission;

(d) the percentage of households covered under door-to-door waste collection, source segregation and scientific waste disposal in the Urban Local Bodies of the said constituency;

(e) whether any legacy waste dump sites have been identified in the Urban Local Bodies of Mumbai South and if so, the details thereof along with the amount of funds allocated and utilised for the same; and

(f) the details of capacity-building initiatives undertaken in Mumbai South Lok Sabha Constituency under the said Mission?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b) **Swachh Bharat Mission – Urban (**SBM-U) is being implemented uniformly in urban areas of all States/UTs including Maharashtra, in accordance with the objective of making urban areas Open Defecation Free (ODF) and ensuring scientific processing of Municipal Solid Waste (MSW).

Under SBM-U 2.0, funds are released by Government of India to the States/UTs on the basis of action plan prepared by Urban Local Bodies (ULBs) and duly approved by State Level Technical Committee (SLTC). Constituency-wise details of financial assistance provided is not maintained at Ministry level.

Further, funds under SBM-U are allocated to States/UTs for entire mission period and not on yearly basis. The details of year-wise funds

released to State of Maharashtra under SBM-U and SBM-U 2.0 are given in the enclosed **Statement.**

Under Toilet Construction component of SBM-U 2.0, Action plans have been approved for construction of 1,88,334 Individual Household Latrines seats (IHHLs), 3,238 seats of public toilets, 16,905 seats of community toilets, 4,385 seats of aspirational toilets and 6,830 urinals with central share of ₹ 163.80 Cr.

Under Solid Waste Management Component, Action plans have been approved for remediation of 516.74 lakh Metric tonne of legacy waste, waste to composting plants of 5396.04 tonnes per day (TPD), bio-methanation plants of 837 TPD, Material Recovery Facilities (MRFs) of 4606 TPD, Waste to Electricity plants of 700 TPD, Sanitary Landfill (SLF) of 1635.17 TPD, Transfer Station of 4536.06 TPD, Construction and Demolition (C&D) plant of 2935 TPD and 100 mechanical road sweepers with central share of ₹ 1331.18 Cr.

Under Used Water Management component, Action plans have been approved for setting up of Sewage Treatment Plants (STPs) of 1349.3 million litres per day (MLD), 9409.03 kms of Interception & Diversion (I&D) network and 235 CESS pool Tankers/Desludging Machines with central share of ₹ 1549.50 Cr.

Details of all the projects under SBM-U 2.0 reported by State of Maharashtra are available at SBM-U 2.0, MoHUA portal https://sbmurban.org/swachh-bharat-mission-progess.

(c) For the State of Maharashtra, 7,24,396 seats of Individual Household Latrines (IHHLs) have been constructed against mission target of 6,29,819 seats of IHHLs and 1,66,465 seats of Community Toilets/Public Toilets (CT/PTs) seats have been constructed against the mission target of 59,706 seats of CTs/PTs under SBM-U and SBM-U 2.0. The ULB-wise details regarding toilet construction are not centrally maintained at Ministry level.

(d) and (e) As reported by States/UTs on the Swachhattam portal, ULB-wise details on the percentage of households covered under door-to-door waste collection, source segregation, and scientific waste disposal, along with details of legacy waste dump sites, including the quantity of waste remediated and the area of land reclaimed, are available at the Swachh Bharat Mission Progress portal: https://sbmurban.org/swachh-bharat-mission-progress .

(f) Under SBM-U 2.0, 3% of the mission funding is allocated for Capacity Building (CB) and Knowledge Management. The CB initiatives include engagement of knowledge partners, procurement of third-party vendors for field assessments and certifications, development and maintenance of Information and Communication Technology (ICT) initiatives, augmentation of Human Resource (HR), Training, Peer-learning, exposure visits etc.

Under Capacity Building component of SBM-U 2.0, the State of Maharashtra has been allocated to Rs. 224.70 Cr.

STATEMENT

The details of year-wise funds released to State of Maharashtra under SBM-U and SBM-U 2.0 are as below :-

(₹ in Crore)

Sl. No.	Year wise	Fund released
1.	2014-15	135.00
2.	2015-16	87.03
3.	2016-17	95.06
4.	2017-18	272.22
5.	2018-19	268.68
6.	2019-20	286.63
7.	2020-21	153.61
8.	2021-22	245.22
9.	2022-23	83.75
10.	2023-24	625.38
11.	2024-25	84.00
12.	2025-26	147.37
13.	2026-27 (As on 18.07.26)	56.61

उत्तर प्रदेश में कृषि प्रसंस्करण क्लस्टर

813. श्री देवेश शाक्यः
श्री लालजी वर्माः
श्रीमती रुचि वीराः
श्री नीरज मौर्यः

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या उत्तर प्रदेश विशेषकर एटा और कासगंज में अनेक अनुमोदित कृषि प्रसंस्करण क्लस्टर केवल शीतागार इकाइयों के रूप में कार्य करने तक ही सीमित हैं और तकनीकी

विशेषज्ञों के अभाव में उनमें प्रसंस्करण कार्य अभी तक आरंभ नहीं हुआ है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या पूर्वी और बुंदेलखंड क्षेत्रों, एटा और कासगंज सहित उत्तर प्रदेश के कई क्षेत्रों में अनियमित विद्युत आपूर्ति के कारण शीत श्रृंखला का प्रचालन महंगा हो गया है जिसके कारण छोटे किसानों को अपनी उपज का उचित और सुरक्षित भंडारण करने के बजाय औने-पौने दामों पर बेचना पड़ता है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या एटा और कासगंज सहित उत्तर प्रदेश में स्थानीय उद्यमियों को कृषि प्रसंस्करण इकाइयों की स्थापना के लिए, राष्ट्रीय स्तर पर 6520 करोड़ के आवंटन के बावजूद बैंक ऋण प्राप्त करने में भारी नौकरशाही बाधाओं और जटिल कागजी कार्रवाई का सामना करना पड़ रहा है, यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) उन कृषि समूहों का ब्यौरा क्या है जिन्हें वास्तविक रूप से सृजित किया गया है लेकिन वर्तमान में किसी किसान समूह या स्टार्टअप के पास कार्य नहीं कर रहे हैं?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क) से (घ) खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) वर्ष 2017 से प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) की एक घटक योजना कृषि प्रसंस्करण कलस्टर अवसंरचना सृजन (एपीसी) योजना लागू कर रहा है। इस योजना का उद्देश्य क्लस्टर दृष्टिकोण के आधार पर खाद्य प्रसंस्करण इकाइयां स्थापित करने के लिए उद्यमियों को प्रोत्साहित करने हेतु शीत भंडारण, ब्लास्ट फ्रीजर, विशेष पैकेजिंग, आईक्यूएफ, वेयरहाउसिंग आदि जैसी कतिपय पूंजी-गहन सुविधाओं के साथ आधुनिक अवसंरचना का विकास करना है।

एपीसी मांग पर आधारित न कि राज्य/ज़िला विशिष्ट योजना है। इसके अलावा, एपीसी योजना के अंतर्गत स्टैंडअलोन शीत भंडारण स्थापित करने का कोई प्रावधान नहीं है। अब तक, उत्तर प्रदेश राज्य के एटा और कासगंज ज़िलों में एपीसी योजना के अंतर्गत कोई स्वीकृत

परियोजना नहीं है। हालाँकि, मंत्रालय ने इस योजना के तहत उत्तर प्रदेश राज्य में दो कृषि प्रसंस्करण क्लस्टर को मंजूरी दी है, जो पूरे हो चुके हैं। इन दोनों परियोजनाओं का ब्यौरा संलग्न **विवरण** में दिया गया है।

विवरण

प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) और कृषि प्रसंस्करण कलस्टर अवसंरचना सृजन (एपीसी) योजना का ब्यौरा

क्रम सं.	परियोजना कार्यान्वयन एजेंसी का नाम (पीईए)	जिला	स्वीकृति की तारीख	परियोजना लागत (करोड़ में)	अनुदान/सब्सिडी स्वीकृत (करोड़ में)	कुल अनुदान/ सब्सिडी जारी (करोड़ में)	प्रमुख मूल प्रसंस्करण सुविधाएं
1	मेसर्स गोविंद ग्रीन फूड्स इंफ्राटेक	कानपुर देहात	06.04.2018	34.31	9.02	7.114	मल्टी कमोडिटी कोल्ड स्टोरेज, राइपनिंग चैंबर, ड्राई वेयरहाउस, सॉर्टिंग और ग्रेडिंग लाइन
2	मेसर्स सीआरडी फूड्स	मथुरा मेसर्स सी आरडी फूड्स	07.12.2018	21.05	10.00	9.729	शीत भंडारण, फ्रोजन चैंबर, गुणवत्ता नियंत्रण और खाद्य परीक्षण प्रयोगशाला.

STRENGTHENING ELECTRICITY TRANSMISSION AND DISTRIBUTION INFRASTRUCTURE

814. DR. NAMDEO KIRSAN:

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

(a) whether the Government has undertaken or proposes to undertake projects for strengthening the electricity transmission and distribution infrastructure, including construction of new substations and upgradation of power lines in the Gadchiroli-Chimur Parliamentary Constituency, considering the growing industrial, mining and rural electrification requirements;

(b) if so, the details of such projects including their estimated cost, the timeline for completion and the present status thereof; and

(c) the steps taken to ensure uninterrupted and quality power supply to remote and tribal villages in the constituency particularly in naxal-affected areas?

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) (i) As reported by the State Government of Maharashtra, 10 year Long-Term Plan (2026-27 to 2035–36) includes projects for strengthening the Intra-State transmission System (InSTS) infrastructure in the Gadchiroli–Chimur Parliamentary Constituency. The proposed projects particularly in Sironcha, Hedri, Illur (Ashti), Etapalli, Allapalli, and Konsari areas, ensure uninterrupted and quality power supply to remote and tribal villages.

The details of under implementation InSTS projects are given in the enclosed **Statement.**

(ii) System Strengthening works under Maharashtra Power Distribution Enhancement Program (MPDEP) funded by Asian Development Bank (ADB)

with an estimated cost of ₹ 76.47 crore and the 66 kV Level Elimination Scheme (special scheme) with an estimated cost of ₹ 11.28 crore are also under implementation in the Gadchiroli–Chimur Parliamentary Constituency.

(iii) Presently, under Inter State Transmission System (ISTS), High Voltage Direct Current (HVDC) project for evacuation of RE from Khavda Area to Nagpur, at an anticipated cost of ₹24,819 crore with Schedule Commercial Operation Date (SCOD) as May 2029, is under implementation. The project shall facilitate the drawl of Power for meeting the load requirement of Maharashtra, including nearby Chimur / Gadchiroli area.

(iv) Under Revamped Distribution Sector Scheme (RDSS), Projects with estimated cost of ₹527.81 sanctioned for Gadchiroli-Chimur Parliamentary Constituency are under implementation.

STATEMENT

The details of the under implementation InSTS projects in Gadchiroli–Chimur Parliamentary Constituency are as under:-

Sr. No	Name of Projects	Estimated cost (₹ in Crore.)	SCOD
1	Establishment of new substation 132 kV Sironcha S/s.	76.69	March-2028
2	2nd Ckt stringing on 132 kV Ashti-Allapalli line along with end bays.	13.05	March-2027
3	Establishment of new substation 132/ 33kV	92.65	March-2028

	Deori, District- Gondia.		
4	2nd Ckt stringing on 132 kV Mul Sindewahi (30kM) (RE).	10.39	March-2028
5	2nd Ckt stringing on 132 kV Bramhapuri Sindewahi (53kM) (RE).	7.0	March-2028
6	ICT Addition at 220 kV Nagbhid S/S (1x100) MVA 220/132kV.	11.5	March-2029

सिंचाई क्षमता बढ़ाने के लिए परियोजनाएं

815. श्रीमती संध्या राय:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार इस तथ्य को ध्यान में रखते हुए कि चम्बल नदी के किनारे स्थित मध्य प्रदेश के भिंड और दतिया जिलों सहित कई क्षेत्रों में पर्याप्त जल की उपलब्धता के बावजूद सिंचाई और पेयजल से संबंधित समस्याएं उचित वर्षा जल संचयन और वितरण अवसंरचना की कमी के कारण बनी हुई हैं, चम्बल बेसिन के जल का वैज्ञानिक और समन्वित उपयोग सुनिश्चित करने के लिए कोई व्यापक कार्ययोजना तैयार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार का भिंड और दतिया जिलों में सिंचाई क्षमता में वृद्धि करने के लिए कोई नई परियोजना बनाने का विचार है; और

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

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) से (ग) जल राज्य का विषय है इसलिए सिंचाई परियोजनाओं की आयोजना, कार्यान्वयन और उनका प्रबंधन करना तथा राज्य में सिंचाई का विस्तार करने के लिए उचित कार्य-योजनाएं

बनाना मुख्य रूप से राज्य सरकारों का उत्तरदायित्व है। भारत सरकार की भूमिका चल रही योजनाओं के तहत चुनिंदा परियोजनाओं के लिए तकनीकी सहायता और आंशिक वित्तीय सहायता उपलब्ध कराना है।

मध्य प्रदेश सरकार ने भिंड और दतिया ज़िलों को लाभान्वित करने वाली नई सिंचाई परियोजनाओं की स्थिति के बारे में सूचना दी है जो निम्नानुसार है:

क्र. सं.	परियोजना का नाम	भिंड और दतिया जिलों में सिंचाई के लाभ	कार्यान्वयन का चरण
1.	केन-बेतवा लिंक परियोजना (चरण- II)	दतिया जिले में 16,928 हेक्टेयर	निर्माणाधीन
2.	मां रतनगढ़ बहुउद्देशीय सिंचाई परियोजना	भिंड जिले में 47,281 हेक्टेयर और दतिया जिले में 4,996 हेक्टेयर	निर्माणाधीन
3.	कनेरा लिफ्ट सिंचाई योजना	भिंड जिले में 15,500 हेक्टेयर और 13 गांवों में पेयजल	निर्माणाधीन
4.	नुन्हाटा स्टॉप डैम	भिंड जिले में 210 हेक्टेयर	निविदा के अधीन

OPERATION GREENS

816. SHRI BRIJMOHAN AGARWAL:

Will the Minister of ***FOOD PROCESSING INDUSTRIES*** be pleased to state:

(a) the details of the budget allocated and actual expenditure utilized for the Short-Term Interventions component of Operation Greens in 2025-26 and 2026-27 till date;

(b) whether retrospective Agricultural Produce Market Committee (APMC) data severely delays the Trigger Price Mechanism, causing Farmer Producer Organisation (FPOs) to face distress sales before transport and storage subsidies are officially activated and if so, the details thereof;

(c) the number of FPOs from Chhattisgarh's aspirational districts that successfully claimed this fifty per cent subsidy during recent tomato and minor fruit price crashes; and

(d) the corrective measures proposed, such as integrating the SAMPADA portal with real-time e-NAM APIs for predictive advance subsidy alerts or providing upfront subsidy vouchers instead of delayed reimbursements?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) to (d) Under short term interventions component of Operation Greens scheme, the Ministry of Food Processing Industries (MoFPI) was providing transportation and storage subsidy for eligible perishable crops @50% of eligible cost. However, the same was transferred to Department of Agriculture and Farmers Welfare (DA&FW) in 2023-24. Hence, no budget has been allocated to MoFPI for the short-term interventions' component of Operation Greens in 2025-26 and 2026-27.

Investment & Price Support Division under DA&FW deals with the implementation of Market Intervention Scheme (MIS) under the integrated Scheme of Pradhan Mantri Annadata Aay Sanrakshan Abhiyan (PM-AASHA) for the procurement of agricultural and horticultural commodities which are perishable in nature and are not covered under the MSP regime. The sanction details under MIS since 2025-26 to 2026-27 (as on 17.07.2026) is given in the enclosed **Statement.**

The objective of MIS is to protect the growers from making distress sale in the event of a bumper crop during the peak arrival period when the prices tend to fall below economic levels and the cost of production. There should be at least a 10 percent decrease in the ruling market prices over the previous normal year. The scheme is implemented at the request of a State/UT government, which is ready to bear 50 percent of the loss (25 percent in case of North-Eastern States), if any, incurred on its implementation. The extent of total amount of loss to be shared on a 50:50 basis between the Central Government and the State Government is restricted up to 25 percent of the total procurement value based on Market Intervention Price (MIP) which includes cost of the commodity procured plus permitted overhead expenses. The total procurement value is the cost of procured quantity at Market Intervention Price (MIP) determined by MIS Committee plus permitted overheads expenses, which is generally of 25% of MIP. Under this scheme, the procurement is carried out by State designated agency upto 25% of estimated state production of the particular crop at fixed MIP. However, States/UTs have also an option to make the differential payment between the MIP and Sale Price to the farmers without physical procurement.

Further, in special cases, where there is a price difference of TOP crops (Tomato, Onion and Potato) between the producing and consuming states, in the interest of the farmers, the operational costs incurred by Central Nodal Agencies (CNAs) like National Agricultural Cooperative Marketing

Federation of India Ltd. (NAFED) and National Cooperative Consumers' Federation of India Limited (NCCF) and State designated agencies in storing and transporting crops from the producing state to other consuming states will be reimbursed.

STATEMENT

Sanction details under MIS since 2025-26 to 2026-27
(As on 17.07.2026)

Year	Commodity	State	MIP (Rs. Per MT)	Sanctioned Qty (MT)	Status	Mode
2025-26	Red chillies (season 2024-25)	Karnataka	105,892	73,732	Not implemented	Price Difference payment
	Red chillies (season)	Telangana	103,740	172,135	Not implemented	Price Difference payment
	Ginger	Mizoram	27,800	15,058	Implemented	Physical Procurement
	Mango (season 2025-26)	Karnataka	16,160	250,000	Implemented	Price Difference payment
	Totapuri Mango (season 2025-26)	Andhra Pradesh	14,907	162,500	Not implemented	Price Difference payment
	Onion (Kharif season 2025-26)	Andhra Pradesh	10,000	97,887	Not implemented	Price Difference payment
2026-27	Potato	Uttar Pradesh	6,500.90	20,00,000	Not implemented	Physical Procurement
	Totapuri Mango	Karnataka	17,500	1,30,000	under implementation	Price Difference Payment
	Totapuri	Andhra	17,470	2,16,250	under	Price Difference

	Mango	Pradesh			implementation	Payment
	Totapuri Mango	Tamil Nadu	15454.10	96,879	under implementation	Price Difference Payment

EDIBLE OIL EXTRACTION AND PROCESSING CAPACITY

817. SHRI RAJEEV RAI:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) whether the Government has taken any steps to enhance domestic edible oil extraction and processing capacity and if so, the details thereof;

(b) the number of oilseed processing units established or modernised during the last three years; and

(c) whether financial assistance has been extended for value addition and processing infrastructure and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) As informed by Department of Agriculture & Farmers Welfare, Ministry of Agriculture & Farmers Welfare, **t**he Union Cabinet approved the National Mission on Edible Oils-Oilseeds (NMEO-OS) on 3rd October, 2024 with an outlay of Rs. 10,103.38 crore (Central share of Rs 7,481.67 crore) to boost domestic oilseed production and to strive toward self-sufficiency in edible oils. The Mission aims to increase primary oilseed production to 69.7 million tonnes, expand area coverage to 33 million hectares, and improve productivity to 2,112 kg/ha by 2030-31.

The Mission is being implemented in a cluster-based approach with market linkage. Value Chain Clusters are managed by Value Chain Partners such as Farmer Producer Organizations (FPOs), cooperatives and other agencies. Under these clusters, farmers are provided free high-quality seeds upto area of 1 hectare each and training on good agricultural practices. In addition, assistance is also provided for Machinery & Equipment for Oil extraction units (10 tonne capacity) and processing of oilseeds @ 33% of the project cost upto a maximum of Rs 9.90 lakh per unit to improve the capacity & efficiency of edible oil production. So far, l3.52 lakh hectares have been covered under free seed distribution in the Value Chain Clusters during 2025-26, against the annual target of 10.00 lakh hectares. In addition, 60 Seed Hubs, 50 specialized seed storage units and 400 Oil Mills were sanctioned under NMEO Oilseeds during 2025-26.

A Centrally Sponsored Scheme namely, National Mission on Edible Oils - Oil Palm (NMEO-OP) has been launched during August, 2021 with the aim to enhance the edible oils availability in the country by harnessing Oil Palm area expansion, increasing Crude Palm Oil (CPO) production and to reduce the import burden on edible oils. Currently, there are 27 operational oil palm processing mills are functioning across the country.

(b) and (c) Ministry of Food Processing Industries (MoFPI) has been supporting setting up/ expansion of food processing infrastructure, including edible oil processing units, through its two Central Sector Scheme viz. Pradhan Mantri Kisan SAMPADA Yojana (PMKSY), Production Linked

Incentive Scheme for Food Processing Industry (PLISFPI) and a Centrally sponsored PM Formalization of Micro Food Processing Enterprises (PMFME) Scheme across the country.

Schemes implemented by MoFPI aim towards creation of modern infrastructure with efficient supply chain management from farm gate to retail outlet which includes storage, transportation, value addition etc., thereby enhancing productivity, reducing wastage of agricultural produce, reduction in post-harvest losses & increasing the processing level.

As on 30.06.2026, under Creation / Expansion of Food Processing & Preservation Capacities Scheme (CEFPPC), a component scheme of PMKSY, during 2023-24 to 2025-26, total 14 projects related to edible oil processing have been approved with grants in aid of Rs 55.32 crore. Similarly, under PMFME scheme, during 2023-24 to 2025-26, total 10120 micro food enterprises related to oil processing have been approved across the country.

IMPLEMENTATION OF AUTOMATED TESTING STATIONS FOR VEHICLE FITNESS

818. SHRI ANURAG SINGH THAKUR:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government is aware of any challenges faced regarding the mandatory rollout of Automated Testing Stations (ATS) for vehicle fitness certification, if so, the details thereof;

(b) whether the limited number of operational centres forces operators to travel long distances, causing financial loss and whether steep fee structures and high rejection rates for minor technicalities are unfairly penalising older commercial vehicles, if so, the details thereof;

(c) whether any State Government has formally requested a temporary rollback or a hybrid model to re-enable manual testing alongside automated systems to prevent regional transit disruptions, if so, the details thereof; and

(d) the corrective steps being taken by the Government to upgrade manual testing centres, subsidise ATS fees and ensure accessible fitness certification facilities nationwide?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (c) The Government in Ministry of Road Transport and Highways has formulated the Voluntary Vehicle-Fleet Modernization Programme (VVMP) which includes a system of incentives and dis-incentives to phase out older, unfit polluting vehicles. Under this policy, the Government has notified the rules for recognition, regulation and control of automated testing stations vide GSR notification 652(E) dated 23.09.2021 (as amended from time to time) to test the vehicles for fitness through automated equipment with minimum human intervention.

A notification was issued vide GSR 709(E) dated 14.11.2024 (amending rule 62 of the Central Motor Vehicles Rules, 1989) which provides for mandatory testing of Transport Vehicles through an Automated Testing Station, registered in accordance with rule 175 of the Central Motor Vehicle Rules 1989, from 01st April 2025.

The responsibility of setting up of ATSs lies with the respective State Governments. As on 17.07.2026, there are 276 operational ATSs in 20 States and Union Territories. The number of ATSs has increased substantially in the recent past along with the geographical coverage : -

Fiscal Year	Total ATSs	State/UTs with ATSs
2022-23	7	3
2023-24	52	11
2024-25	123	14
2025-26	195	20
2026-27 (till date)	276	20

In accordance with rule 62 of the Central Motor Vehicle Rules, 1989,the Parivahan system access for Regional Transport Officers (RTOs)/District Transport Officers (DTOs), for conducting manual fitness tests and issuing fitness certificates has been revoked based on operationalisation of ATSs in a phased manner. States were also communicated that access to manual

fitness testing at RTO may be reinstated based on request from the State with a time bound plan for operationalisation of ATSs.

In view of the challenges/issues provided by the State governments and action plan provided for establishment of ATSs, timelines of revocation of manual testing were revised for the following States/UTs,i.e.,Maharashtra, Uttar Pradesh, Tamil Nadu, Uttarakhand, Jammu & Kashmir, Madhya Pradesh, Bihar, Odisha and Ladakh.

The request for hybrid mode of continuing manual fitness testing alongside ATS operations was sent by Government of Himachal Pradesh. Further justification and action plan has been requested from the State Government.

(d) The responsibility of setting up of ATSs lies with the respective State Governments/ Union Territories.However,the Ministry has taken various measures to increase the access to ATSs nationwide, which are as follows:

i. Eligibility conditions for owners or operators of ATSs were relaxed vide GSR 349(E) dated 08.05.2026, to increase the pace of setting up of ATSs.

ii. To expedite the setting up of the ATSs, the process of application and approval is being done online on National Single Window System.

iii. In order to expand coverage of ATSs, incentives were given to the States under the Scheme for Special Assistance to States for Capital Investment from FY 2022-23 to FY 2025-26. The incentives were given based on achievements of various milestones by the States for setting up of ATSs.

मुंबई-गोवा राजमार्ग पर कार्य की पूर्णता

819. श्री नारायण तातू राणे:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या रत्नागिरी जिले में लांजा से चिपलून तक राष्ट्रीय राजमार्ग-66 (मुंबई-गोवा राजमार्ग) के अंतर्गत कार्य अभी भी लंबित है;

(ख) यदि हां, तो उक्त लंबित कार्य की वर्तमान प्रगति का ब्यौरा क्या है;

(ग) इस कार्य को पूरा किए जाने के लिए क्या समय-सीमा निर्धारित की गई है; और

(घ) कार्य के निष्पादन में विलंब के क्या कारण हैं और इसे शीघ्र पूरा करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (घ) लांजा से चिपलून तक राष्ट्रीय राजमार्ग (एनएच)-66 की कुल 106 किलोमीटर लंबाई में से 102 किलोमीटर का चार लेन में उन्नयन का कार्य पूरा कर लिया गया है। शेष 4 किलोमीटर की लंबाई में चिपलून, निवाली, पाली और लांजा शहरों में फ्लाईओवरों के निर्माण के कार्य, संगमेश्वर पुल पर समापन कार्य और कुर्दुंडा, कोलम्बे, वंड्री और कांटे गांवों में पहाड़ काटने/सड़क निर्माण कार्य कार्यान्वयन के अधीन हैं और इन्हें अक्टूबर, 2026 में पूरा करने का लक्ष्य है। भूमि अधिग्रहण और अन्य निर्माण-पूर्व कार्यकलापों में देरी के साथ-साथ कुछ संविदाकारों के साथ मुद्दों के कारण एनएच-66 के विकास में देरी हुई। सभी लंबित मुद्दों को पर्याप्त रूप से हल कर लिया गया है और एनएच-66 पर इन लंबित कार्यों को संशोधित समय सीमा के भीतर पूरा करने का लक्ष्य रखा गया है।

उज्जैन में खाद्य प्रसंस्करण संकुल

820. श्री अनिल फिरोजिया:

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का उज्जैन लोक सभा निर्वाचन क्षेत्र में एक मेगा फूड पार्क या खाद्य प्रसंस्करण संकुल स्थापित करने का विचार है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार की उज्जैन क्षेत्र में कृषि और बागवानी उपज के प्रसंस्करण उद्योगों को विशेष प्रोत्साहन देने की कोई योजना है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार किसानों को उनकी उपज का लाभकारी मूल्य सुनिश्चित करने के लिए उज्जैन में कोल्ड स्टोरेज और खाद्य प्रसंस्करण इकाइयों की स्थापना के लिए वित्तीय सहायता प्रदान करेगी और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या सरकार का सूक्ष्म और लघु खाद्य प्रसंस्करण इकाइयों को बढ़ावा देने के लिए उज्जैन लोक सभा निर्वाचन क्षेत्र में नई परियोजनाओं को मंजूरी देने का विचार है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) क्या सरकार का खाद्य प्रसंस्करण उद्योगों के माध्यम से उज्जैन क्षेत्र में रोजगार सृजन और कृषि आधारित उद्योगों के विकास के लिए कोई विशेष योजना लागू करने का विचार है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; **तथा रेल मंत्रालय में राज्य मंत्री** (**श्री रवनीत सिंह**):

(क)से (ङ) मंत्रालय स्वयं कोई कृषि प्रसंस्करण कलस्टर या मेगा फूड पार्क स्थापित नहीं करता है। खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) देश में क्लस्टर दृष्टिकोण पर आधारित खाद्य प्रसंस्करण इकाइयां स्थापित करने के लिए उद्यमियों को प्रोत्साहित करने हेतु आधुनिक अवसंरचना के विकास के लिए वर्ष 2017 से प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) के एक घटक के रूप में कृषि प्रसंस्करण क्लस्टर अवसंरचना सृजन योजना (एपीसी) लागू कर रहा है।इस योजना का उद्देश्य अधिशेष उपज के नुकसान को कम करना और बागवानी/कृषि उपज में मूल्य संवर्धन करना है, जिसके परिणामस्वरूप किसानों की आय में वृद्धि होगी और स्थानीय स्तर पर रोज़गार पैदा होगें। इस योजना के अंतर्गत, सामान्य क्षेत्रों में पात्र परियोजना

लागत के 35% की दर से अनुदान सहयता/सब्सिडी के रूप में वित्तीय सहायता और सिक्किम सहित पूर्वोत्तर राज्यों और हिमालयी राज्यों (हिमाचल प्रदेश, जम्मू और कश्मीर तथा उत्तराखंड), अधिसूचित आईटीडीपी क्षेत्रों और द्वीपों समेत दुर्गम क्षेत्रों में पात्र परियोजना लागत का 50% प्रदान किया जाता है, जो अधिकतम 10.00 करोड़ रुपये तक हो सकती है।

मेगा फूड पार्क योजना दिनांक 01.04.2021 से बंद कर दी गई है।

देश में खाद्य प्रसंस्करण इकाइयां स्थापित करने के लिए, खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) के अंतर्गत खाद्य प्रसंस्करण और परिरक्षण क्षमता सृजन/विस्तार योजना (सीईएफपीपीसी) लागू कर रहा है। इस योजना के अंतर्गत, सामान्य क्षेत्रों के लिए पात्र परियोजना लागत का 35% और सिक्किम सहित पूर्वोत्तर राज्यों तथा हिमालयी राज्यों,(हिमाचल प्रदेश,जम्मू और कश्मीर तथा उत्तराखंड) अधिसूचित आईटीडीपी क्षेत्रों और द्वीपों सहित दुर्गम क्षेत्रों के लिए 50% अनुदान सहायता प्रदान की जाती है, जिसकी अधिकतम सीमा 5.00 करोड़ रुपये है।

एपीसी और सीईएफपीपीसी दोनों योजनाएं मांग-आधारित हैं और किसी विशेष राज्य या जिले तक सीमित नहीं हैं, और इन योजनाओं के अंतर्गत, स्टैंडअलोन शीत भंडारण इकाइयों की अनुमति नहीं दी गई है।

वर्तमान में, मध्य प्रदेश राज्य के उज्जैन जिले में एपीसी या सीईएफपीपीसी योजना के अंतर्गत कोई भी परियोजना स्वीकृत नहीं की गई है।

FRAUDULENT CARBON CREDIT TRANSACTIONS

821. SHRI BASAVARAJ BOMMAI:

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

(a) the specific measures taken/proposed to be taken to prevent fraudulent carbon credit transactions in India's evolving carbon market framework;

(b) the manner in which the Government proposes to balance economic growth with carbon reduction targets set for 2027 and 2030;

(c) the mechanisms put/proposed to be put in place to ensure private sector compliance with carbon reduction targets; and

(d) the manner in which the Government proposes to integrate the learnings from international best practices discussed at Prakriti 2025 into India's climate policy framework?

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 Carbon Credit Trading Scheme (CCTS), notified in June, 2023 (as amended), the Grid Controller of India is the registry for the Indian carbon market. In order to prevent fraudulent carbon credit transactions, the functions assigned to the registry for the Indian carbon market include maintaining secure data base and records of all transactions. This registry is also the meta-registry for India.

(b) The mandatory compliance of greenhouse gas emission intensity (GEI) targets under CCTS covers only emission intensive industries, designated as “Obligated Entities” whose annual energy consumption are above certain thresholds. Further, while finalizing the GEI targets for different obligated entities, the marginal abatement cost of possible technological measures in the units of obligated entities are taken into consideration to ensure that such entities are given pragmatic and achievable targets.

(c) Bureau of Energy Efficiency (BEE) has published Detailed Procedure for Compliance Mechanism under CCTS in July 2024 which covers comprehensive Measurement, Reporting and Verification (MRV) framework to ensure accurate, transparent, and credible compliance. An essential aspect of the MRV framework is the verification process, which requires annual verification of GHG emissions data. Further, the environmental compensation may be levied and penalty may be imposed under Environment Protection Act in case of non-compliance of GEI targets by obligated entities.

(d) During "PRAKRITI" 2025, an international conference on carbon markets, industries, financial institutions, and other stakeholders participated in detailed deliberations on various aspects of carbon markets, greenhouse gas (GHG) emission reduction measures, financing for clean technologies, and related issues. Based on the outcomes of these deliberations, the Government of India is taking steps to incorporate international best practices into its climate policies, including the establishment of a robust and transparent carbon market and its alignment with global policies.

SAFETY AUDIT OF AIRCRAFT OPERATIONS

822. SHRI SHYAMKUMAR DAULAT BARVE :

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Government has conducted a comprehensive safety audit regarding the operational risks posed to passengers and flight crew during

aircraft operations at short-length and table-top runways in the country and if so, the details thereof;

(b) the details of the specific vulnerabilities identified at such airports along with the total number of such short-length runways currently operational in the country; and

(c) the details of the preventive measures, advanced technological installations and infrastructure expansion plans being implemented by the Government to mitigate such risks and ensure maximum safety?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (c) Safety audits are carried out during Main Base Inspection and Station Facility Inspection as per Annual Surveillance Plan for all operators. Periodic assessment related to Runway such as Pavement Inspection, Friction Testing, Rubber Removal, Pavement marking and lighting checks, Runway Condition Reporting (RCR) etc. are conducted at Airports Authority of India (AAI) Airports as per DGCA CAR regulations.

Aerodrome operators are required to implement a Safety Management System (SMS), maintain Runway End Safety Areas (RESA), obstacle limitation surfaces, rescue and firefighting services (ARFF), aeronautical ground lighting, visual aids and emergency response plans in accordance with the applicable CARs.

The following aerodromes are mandatorily classified as Category C requiring enhanced operational competence: Calicut, Kullu, Leh, Lengpui, Mangalore, Pakyong, Shimla and Thoise.

Further, DGCA has prescribed special operational requirements for operations at Cat C aerodromes through Operations Circular No. 02 of 2012 Rev 3 regarding Route and Aerodrome Competence Qualification, read with CAR Section 8, Series O, Part II and Part VII. The Circular requires operators to undertake safety risk assessments, classify aerodromes based on operational complexity, and prescribe minimum experience, training, assessment and qualification requirements for flight crew operating to such aerodromes.

RULES FOR GATE NO-SHOW

823. SHRI BALASHOWRY VALLABHANENI:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) the meaning of gate no-show and the manner in which airlines facilitate and make efforts to ensure that passengers arrive at the boarding gate before the departure of the flight;

(b) the time fixed for passengers to arrive at the boarding gate before the departure of the flight;

(c) the manner in which gate no-show is different from no-show; and

(d) whether it is true that different airlines have different rules in their Conditions of Carriage with regard to gate no-show and if so, the reasons for not prescribing uniform rules for all airlines in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) Ministry of Civil Aviation/ DGCA has not issued any specific regulations or guidelines defining the terms "no-show" or "gate closure time".

However, as a standard and globally recognised aviation term, "gate no-show" refers to a situation where a passenger has completed check-in but fails to report at the boarding gate within the stipulated time and, therefore, is denied boarding. Airlines facilitate timely boarding of passengers through multiple channels, including issuance of boarding passes indicating boarding time, announcements at the airport, display of flight information on information screens and, where feasible, SMS/e-mail alerts.

(b) While the exact gate closure time may vary depending on the airline, airport, and route, airlines communicate the applicable gate closure time to passengers through their Conditions of Carriage at the time of booking, and the same is also indicated on the boarding pass.

(c) A no-show refers to a passenger who does not check in or does not present himself/herself for travel on the booked flight, whereas as a standard and globally recognised aviation term, a gate no-show refers to a passenger

who has checked in but fails to report at the boarding gate within the prescribed time.

(d) With the repeal of Air Corporations Act in March 1994, Indian domestic aviation was totally deregulated. Airlines are permitted to frame their own Conditions of Carriage and fare rules, subject to the applicable regulatory framework.

STATUS OF NATIONAL HIGHWAY PROJECT IN VADAKARA

824. SHRI SHAFI PARAMBIL:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) the present status of the National Highway development projects in Kerala particularly the stretch passing through Vadakara;

(b) whether the Government has taken note of the delay in the completion of the project, if so, the reasons therefor, including delays due to land acquisition, environmental clearances, contractual issues or other factors;

(c) the original and revised timelines for completion of the project along with its present stage of execution;

(d) the funds sanctioned and utilised for the project so far; and

(e) the steps taken by the Government to expedite the work and the expected date for completion of the highway project in the Vadakara section?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (c) The details of projects passing through Vadakara constituency is given in the enclosed **Statement.**

(b) The project progress has been affected due to adverse weather conditions, numerous public protests, and public representative's demands for additional facilities such as underpasses, overpasses, foot overbridges (FOBs), and viaducts. Further, there have been instances of failure of Reinforced Soil (RS) Wall in approaches of Flyovers and Vehicular Underpasses on NH-66. Based on a review of the design & construction parameters and given the soil conditions in Kerala along the coastal region, it has been decided to increase the viaduct portion at identified locations and reduce the height of RS Wall.

(d) The total sanctioned cost of the project in Rs. 3898 Crore and expenditure is Rs. 2407 Crore.

(e) Government has established strong framework to review the progress of all on-going National Highway work. This involves review at multiple level right from the site to the Highest Authority in the Government involving all stakeholders including the State Government.

The Concessionaire has completed 31.2 km out of 40.8 km of project length. 6 km of the project is affected by the additional structures sanctioned under Change of Scope (CoS).

The revised date for completion of 6 km of project length in Vadakara is 31.03.2028.

STATEMENT

Details of projects passing through Vadakara constituency

Sr. No	Project Stretch	Total length (Km)	Scheduled Completion Date	Physical progress (%)	Scheduled / Revised date of completion
1	6L of Thalapady to Chengala	39	15-05-2024	100	PCC issued w.e.f. 25.08.2025
2	6L of Chengala-Neeleshwaram	37.3	11.04.2024	91	31.03.2027
3	6L of Neeleshwaram-Thalipparamba	40.1	11.04.2024	87	31.03.2027
4	6L of Thaliparamba-Muzhapilangadu	29.9	26.05.2024	84	30.04.2028
5	6L of Azhiyur-Vengalam	40.8	26.04.2024	68	30.03.2028
6	6L of Kozhikode Bypass	28.4	21-02-2023	99	PCC issued on 09.10.2025
7	6L of Ramanatukkara Junction to start of Valanchery bypass	39.7	19-07-2024	100	PCC issued on 18.07.2025
8	6L of Valanchery bypass to Kappirikkad	37.4	19-07-2024	100	PCC issued on 17.07.2025
9	6L of Kappirikkad-Thalikkulam	33.2	26.02.2025	95	30.06.2027
10	6L of Thalikkulam-Kodungallur	28.7	14.03.2025	94	30.06.2027
11	6L of Kodungallur-Edapally	26	21.04.2025	71	31.05.2027
12	6-lane Elevated Highway Aroor-Thuravoor	12.8	31.01.2026	91	06.01.2027
13	6L of Thuravoor-Paravoor	38.4	14.09.2024	81	31.05.2027
14	6L of Paravoor-Kottukulangara	37.5	24.02.2025	77	30.11.2027
15	6L of Kottukulangara-Start of Kollam Bypass	31.5	08.10.2024	77	31.12.2027

16	6L of Start of Kollam Bypass-Kadambattukonam	31.3	31.03.2025	96	30.06.2027
17	6L of Kadambattukonam-Kazhakuttom	29.8	18.01.2025	77	30.04.2027
18	Rectification of 4 Nos Blackspots/Accident Spots in Thiruvananthapuram Bypass section	2.4	21.08.2025	41	31.05.2027
19	Rectification of 17 Nos blackspot from Walayar to Angamaly	17.3	31.03.2028	2.5	31.03.2028
20	Rectification of 11 Nos. black spots/Accident Spots under Annual Road Safety Plan for 2023-24 in the stretch of Walayar-Angamaly	12.1	10.09.2025	63	31.12.2026
21	Construction of an underpass at km 184.850 and other miscellaneous works in Thalassery Mahe bypass	1.1	20.05.2026	65	31.05.2027
22	Widening/Development of Existing NH-85	124.6	25-06-2025	67	31.03.2027

NATIONAL HIGHWAY PROJECTS IN BIHAR

825. DR. ALOK KUMAR SUMAN:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) the details of National Highway projects approved, completed and under construction in Bihar during the last three years;

(b) the total funds allocated and utilized for these projects;

(c) whether any greenfield expressways have been proposed for Bihar, if so, the details thereof;

(d) the measures taken to improve road safety on National Highways across the country; and

(e) the steps taken to reduce delays in completion of highway projects?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) The details of National Highway (NH) projects approved, completed and under construction in Bihar during last three years is as below:

Sr. No.	Category	Number of Projects	Sanctioned Cost (Rs. in Cr.)	Length (in km)
1	Approved	40	24521	675
2	Completed	45	22115	1126
3	Under Construction	74	66442	1827

(b) Funds allocated & utilized for Bihar State towards development & maintenance during the last three years are as below:

Sr. No.	Financial Year	Funds allocated (Rs. In Cr)	Funds utilized (Rs. In Cr)
1	2023-24	10,749	10,749
2	2024-25	8,840	8,840
3	2025-26	9,962	9,962

(c) The proposed Greenfield expressways/High Speed corridors passing through Bihar are as follows:

(i) Patna to Purnea

(ii) Gorakhpur to Siliguri

(iii) Raxaul to Haldia

(iv) Northern Ring Road for Patna

The newly constructed National Highway from Buxar to Bhagalpur is to be upgraded as a High Speed access controlled corridor.

(d) The Government through Ministry of Road Transport & Highways has implemented a multi-pronged strategy based on the four pillars of Education, Engineering, Enforcement, etc.:

(i) Road Engineering: All civil works follow Indian Roads Congress (IRC) standards and specifications. Road Safety Audits (RSAs) are mandatory at all stages (design to maintenance). A high priority is given to rectifying black corridors through short-term measures (signages, crash barriers) and long-term permanent rectifications (underpasses, geometric improvements).

(ii) Vehicle Engineering: Mandatory safety features now include front airbags, Anti-lock Braking System (ABS), and speed limiters. The Vehicle Scrapping Policy and Automated Testing Stations aim to phase out unfit vehicles. Future mandates include Advanced Driver Assistance Systems (ADAS) and Acoustic Vehicle Alerting Systems for electric vehicles.

(iii) Education & Enforcement: The Government in Ministry of Road Transport & Highways supports Driving Training Centres and conducts national awareness campaigns. Enforcement is strengthened through the Motor Vehicles (Amendment) Act, 2019, a technology-driven e-Challan framework, and the newly constituted National Road Safety Board.

(e) The primary reasons for delay in NH projects are issues / bottlenecks relating to land acquisition, statutory clearances / permissions, utility shifting, encroachment removal, law & order issues, financial crunch affecting implementation capacity of Concessionaire / Contractor, poor performance of Contractor / Concessionaire, and Force Majeure events such as Covid-19 pandemic, cloudburst etc. To overcome these challenges and expedite project execution, the Government has undertaken various initiatives. These include streamlining and expediting land acquisition using “Bhoomirashi” portal and GIS-based Land Acquisition Plan, revamping “Parivesh” Portal through Ministry of Environment, Forest and Climate Change, to expedite forest and environmental clearances, enabling online approval of General Arrangement of Drawings (GAD) of Road Over Bridge/Road Under Bridge (ROB/RUB) from the Railways, and leveraging the mechanism of review and resolution of bottlenecks / hindrances in ongoing projects, in active collaboration with the State Governments and other stakeholders. Government has also launched a web portal for Railway related clearances with defined timelines for various approvals. The Government has put in place a strong framework using multiple mechanisms for monitoring project progress and contractor inefficiencies. Regular review meetings are conducted at various levels with stakeholders to assess project progress and critical projects, such as those delayed by more than three years or pending for award / appointment. State Governments conduct coordination meetings led by the Chief Secretary to resolve issues affecting project execution.

Projects where issues remain unresolved are escalated for further review through the Project Monitoring Group and also through “PRAGATI”

CHALLENGES FACED BY MICRO FOOD PROCESSING ENTERPRISES

826. SHRI ATUL GARG:
SHRIMATI DAGGUBATI PURANDESWARI:
SHRIMATI SHAMBHAVI:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) whether the Government has identified implementation challenges faced by micro food processing enterprises under the Pradhan Mantri Formalisation of Micro Food Processing Enterprises (PMFME) Scheme, if so, the details thereof and if not, the reasons therefor;

(b) the steps taken to prepare and disseminate model Detailed Project Reports and guide prospective entrepreneurs to facilitate seamless processing of applications;

(c) whether District Resource Persons and Trained Master Trainers have been appointed to hand holding applicants and improve sanction rates, if so, the details thereof and if not, the reasons therefor;

(d) the measures adopted to expand common facility centres, incubation support and partnerships with banks and technical institutes; and

(e) the manner in which the efforts/initiatives taken under the scheme would strengthen the formalisation of micro food processing enterprises, enhance

marketability and increase rural employment opportunities particularly in Ghaziabad (Uttar Pradesh), Rajahmundry (Andhra Pradesh), Khagaria and Samastipur (Bihar) Lok Sabha Constituencies?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) The Pradhan Mantri Formalisation of Micro food processing Enterprises (PMFME) Scheme is a Centrally Sponsored, demand-driven Scheme aimed at providing financial, technical and business support to micro food processing enterprises. During the course of implementation, certain challenges have been observed, including limited awareness among beneficiaries, delays in release of the State share, difficulties in obtaining statutory registrations and licenses, capacity constraints of micro enterprises, inadequate technology upgradation, gaps in project preparation, branding and market linkages, and challenges in meeting documentation requirements for food safety compliances.

(b) and (c) To facilitate preparation of bankable project proposals, 190 Model Detailed Project Reports (DPRs) covering various food processing activities have been developed by NIFTEM-Thanjavur and NIFTEM-Kundli in consultation with technical experts and are available on the PMFME portal. Under the Scheme, District Resource Persons (DRPs) have been engaged by States/UTs to provide end-to-end handholding support to beneficiaries including project identification, preparation of DPRs, online application

submission, obtaining statutory registrations, coordination with banks and formalisation support. The Scheme has also developed a robust capacity-building ecosystem through Master Trainers and District Level Trainers (DLT), who impart Entrepreneurship Development Programme (EDP) and product-specific training to beneficiaries, thereby improving project quality, credit readiness and loan sanction rates.

(d) Under the scheme, Support for creation of Common Infrastructure is provided @ 35% of eligible project cost with maximum limit of Rs. 3 Crore to Farmer Producer Organizations (FPOs)/ Self Help Groups (SHGs) and its Federations/ Cooperatives/ Government Agencies to establish food processing line along with common infrastructure/ value chain/ incubation centre. The proposals are mobilized and approved by the State Nodal Departments, as per the Scheme guidelines. These shared facilities are aimed at reducing capital costs and promote technology adoption.

The Scheme also provides financial assistance for establishment of Common Incubation Centres (CICs) to improve access to modern processing, testing, packaging, storage and training infrastructure for micro food processing enterprises. Proposals for establishment of CICs are identified and recommended by the States/UTs based on the ODOP and local processing requirements, for approval by the Ministry. As on 30th June 2026, 80 incubation centres have been approved across 27 States/ UTs.

In addition to this, State Level Technical Institutes (SLTI) have been identified in each of the State for nominating Master Trainers, coordinating

and conducting training programmes for DRPs and DLTs, translating and adapting training materials into regional languages, customizing DPRs to suit State-specific requirements, providing technical guidance to the State Nodal Agency (SNA) on food processing matters, and supporting beneficiary handholding through capacity building and training for enterprise formalisation.

Further, all scheduled commercial banks are participating in the Scheme, and regular review meetings are held with the State Governments and banking institutions to improve credit flow and implementation. Department of Financial Services (DFS) is also conducting regular review meetings with the banks to review the implementation of the scheme.

(e) The PMFME Scheme supports formalisation of micro food processing enterprises through financial assistance for technology upgradation, common infrastructure, capacity building and market linkages. The Scheme facilitates registration under UDYAM, FSSAI and other statutory requirements through empaneled DRPs, enabling enterprises to access institutional finance, organised retail and wider markets. The Scheme also strengthens district-specific value chains, promotes value addition, entrepreneurship and employment generation through establishment and upgradation of micro food processing enterprises and Seed Capital support to SHG members. The district-wise details regarding loans sanctioned, Units Formalised and Seed Capital support to rural SHGs in Ghaziabad (U.P), Rajahmundry (Andhra

Pradesh), Khagaria and Samastipur (Bihar) Lok Sabha Constituencies are given in the enclosed **Statement.**

STATEMENT

District-wise Nos. of Loans Sanctioned, Units Formalised and Seed Capital support to Rural SHG members

S.No.	Districts	Loans Sanctioned (Nos)	Units Formalised (Nos)	Seed capital sanctioned to rural SHG members
1.	Ghaziabad	121	69	29
2.	Hapur	86	40	0
3.	East Godavari	555	140	1286
4.	Khagaria	527	102	394
5.	Saharasra	525	153	368
6.	Samastipur	1619	259	650
7.	Darbhanga	1134	81	1385

WATER CONSERVATION SCHEMES

827. SHRI SURESH KUMAR SHETKAR:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether any adequate funds have been allocated for water conservation schemes in the country, if so, the details thereof including utilisation status and if not, the reasons therefor;

(b) whether climate change has aggravated water stress in the country, if so, the details thereof and the mitigation strategies adopted in this regard;

(c) whether the rapid urbanisation has increased pressure on water resources, if so, the details thereof and the steps taken thereon;

(d) whether the Government has promoted efficient water use in agriculture, if so, the details thereof including micro-irrigation initiatives and if not, the reasons therefor; and

(e) whether wastewater treatment and reuse systems have been strengthened, if so, the details thereof including the capacity created and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (e) 'Water' being a State subject, the aspects related to water resources including its conservation are studied, planned, funded and executed by the State Governments themselves as per their own resources and priorities. The Central Government supplements the measures and efforts being taken up by the State Governments.

Jal Sanchay Jan Bhagidari (JSJB) initiative was launched in Surat, Gujarat on 6 September 2024. In June 2025, JSJB 2.0 was launched. The implementation cycle for JSJB 2.0 commenced on 1 June 2025 and concluded on 31 May 2026.

Jal Sanchay Jan Bhagidari: Catch the Rain (JSJB: CTR) – 2026 was launched on 1st June 2026 enhancing the scope of the Jal Sanchay Jan

Bhagidari (JSJB) initiative and simultaneously integrating it with the Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) campaign. The initiative focuses on intensifying community action and mobilization to build low-cost rainwater harvesting structures in low cost and saturation mode.

The initiative leverages community funds, individual donations, Corporate Social Responsibility Funds and others for construction of low-cost structures like borewells, recharge shafts, recharge pits, using locally available material, to harvest rainwater, to boost ground water level and provide local tailor-made solution to water issues. The initiative also emphasizes convergent financing from various schemes of the Central, State and local bodies like Viksit Bharat - Guarantee for Rozgar and Ajeevika Mission (Gramin) (VB-G RAM G), Atal Mission for Rejuvenation and Urban Transformation (AMRUT), Per Drop More Crop, Repair, Renovation and Restoration Components under the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY), Compensatory Afforestation Fund Management and Planning Authority (CAMPA) and Finance Commission grants.

In 2019, the Ministry of Jal Shakti launched Jal Shakti Abhiyan (JSA) as a time-bound, mission-mode water conservation campaign in 256 water stressed districts of the country. The Hon'ble PM of India launched the campaign in 2021 as Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) with the message, "Catch the Rain: Where It Falls, When It Falls." Since then, JSA: CTR evolved into a national movement, reinforcing India's collective commitment to water security through localised action and institutional

convergence. The JSA: CTR campaign was implemented nationwide and each edition had included a targeted focus since 2023 to maximize impact. The JSA: CTR 2023, with the theme “Source Sustainability for Drinking Water,” prioritized 150 special focus districts identified by the Jal Jeevan Mission. The JSA: CTR 2024 campaign, themed “Nari Shakti se Jal Shakti,” was carried out across the country with a special focus on 151 districts identified by the Central Ground Water Board (CGWB). The JSA: CTR 2025 was launched with the theme “Jal Sanchay Jan Bhagidari: Jan Jagrukta Ki Or” emphasizing deeper grassroots engagement, inter-sectoral convergence and innovative financing mechanisms with special focus on 148 districts identified by CGWB.

CGWB undertakes periodic groundwater-level monitoring, groundwater-resource assessment and aquifer-mapping studies including in urban and peri-urban areas to assess changes in groundwater availability and identify emerging areas of stress associated with increasing water demand for domestic, commercial, institutional and industrial uses arising from rapid urbanization. Comparative Status of Dynamic Ground Water Resources in India (2017 and 2025) is given in the enclosed **Statement-I**.

Atal Mission for Rejuvenation and Urban Transformation (AMRUT), implemented by Ministry of Housing and Urban Affairs, focuses on development of basic infrastructure, in the selected cities and towns across the country, in the sectors of water supply; sewerage and septage management; storm water drainage; green spaces and parks; and non-

motorized urban transport. AMRUT 2.0, launched in 2021, covers all Urban Local Bodies (ULBs)/cities with the objective of enabling cities to become water secure and self-reliant. The Mission promotes a circular water economy through the preparation of City Water Balance Plans and City Water Action Plans, with emphasis on identifying gaps in urban water management, recycling and reuse of treated wastewater, rejuvenation of water bodies, and water conservation. In the waste water sector, 6017 MLD of sewerage treatment capacity has been developed under the sewerage/ septage management sector, including 1457 MLD capacity for reuse.

Government of India launched “Pradhan Mantri Krishi Sinchayee Yojana (PMKSY)” with an aim to enhance physical access of water on farm and expand cultivable area under assured irrigation, improve on farm water use efficiency, introduce sustainable water conservation practices. Per Drop More Crop (PDMC), a component of PMKSY focuses on enhancing water use efficiency at farm level through Micro Irrigation namely Drip and Sprinkler Irrigation Systems. The Government provides financial assistance of 55% for small and marginal farmers and 45% for other farmers for the installation of drip and sprinkler irrigation systems under the PDMC. Besides some State Governments also provide Top-up subsidy to farmers from their State Budget. The Assistance for installation of Micro Irrigation systems is limited to 5 hectares per beneficiary. The details of the Per Drop More Crop (PDMC) scheme given in the enclosed **Statement-II**.

Further, Modernization of Command Area Development and Water Management (M-CADWM), a sub-scheme of PMKSY, incorporates measures such as pressurized piped water supply to the farm, adoption of integrated water resources management, integration with micro irrigation, water audit and use of technologies for water management.

India's Third National Communication and Initial Adaptation Communication (2023), First Biennial Transparency Report (2024), and the updated Nationally Determined Contributions (NDCs) submitted under the United Nations Framework Convention on Climate Change (UNFCCC) recognize the water sector as highly vulnerable to climate change and identify changing precipitation patterns, rising temperatures, glacier retreat, sea-level rise, and the increasing frequency and intensity of droughts and floods as key drivers of water stress. These assessments indicate that climate change is adversely affecting water availability, groundwater recharge, water quality, and the long-term sustainability of water resources.

Government of India launched the National Action Plan on Climate Change (NAPCC), under which the National Water Mission (NWM) promotes water conservation, minimize wastage, and strengthen climate-resilient water resources management. NWM encourages all States and Union Territories to prepare State-Specific Action Plans (SSAPs) to identify the potential impacts of climate change on water resources, including water availability, demand projections, and climate-resilient water management.

Further, Water is one of the sectors covered under India's National Adaptation Plan (NAP), prepared by the Ministry of Environment, Forest and Climate Change (MoEF&CC). The Strategic Roadmap for Water under the NAP focuses on strengthening climate-related data, monitoring and early warning systems, and developing climate-resilient water infrastructure to address hazards such as droughts, floods, glacial lake outburst floods (GLOFs), sea-level rise, coastal flooding, and cyclones.

National Mission for Clean Ganga under the aegis of Ministry of Jal Shakti developed a National Framework for Safe Reuse of Treated Water (SRTW) which establishes the context, priorities and direction for SRTW.

National River Conservation Plan (NRCP) implemented by Ministry of Jal Shakti aims to improve water quality to prescribed standards for outdoor bathing quality of rivers. The pollution abatement works taken up under NRCP inter alia include setting up sewage treatment plants, Interception & Diversion, Faecal Sludge Treatment Plant, reuse of treated wastewater and sludge management as core components and non-core components include Eco-sensitive river front, Biodiversity parks, Wetland rejuvenation, Crematoria, Afforestation/community plantation, catchment area treatment. NRCP covers 58 rivers in 100 towns spread over 17 States in the country, and a sewage treatment capacity of 3026 MLD (million litres per day) has been created.

STATEMENT-I

Comparative Status of Dynamic Ground Water Resources in India (2017 and 2025)

S. No.	Attribute	Year 2017	Year 2025
1	Annual Ground Water Recharge (BCM)	431.86	448.52
2	Annual Extractable Ground Water Resource (BCM)	392.7	407.75
3	Annual Ground Water Extraction for all uses (BCM)	248.69	245.64
4	Stage of Ground Water Extraction (%)	63.33 %	60.63%

STATEMENT-II

Details of the Per Drop More Crop (PDMC) scheme

Year	Central Assistance released (Rs. in crore)	Area covered under Micro Irrigation (in lakh ha)
2015-16	1556.73	5.73
2016-17	1991.24	8.40
2017-18	2819.39	10.49
2018-19	2918.38	11.59
2019-20	2700.02	11.73
2020-21	2562.19	9.37
2021-22	1796.12	10.15
2022-23	1901.37	11.02
2023-24	2103.50	11.41
2024-25	2793.37	12.61
2025-26	3226.37	11.86
2026-27 (Till now)	1430.39	0.24
Total	**27799.07**	**114.60**

ROLE OF INTEGRATED COMMAND AND CONTROL CENTRES IN SMART CITIES

828. SHRI KAMAKHYA PRASAD TASA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether it is a fact that Integrated Command and Control Centres (ICCCs) have an important role in all Smart Cities and if so, the details thereof;

(b) the current status of operationalisation of Integrated Command and Control Centres (ICCCs) across all Smart Cities;

(c) the manner in which these ICCCs are being effectively utilised for real-time monitoring and proactive management of urban challenges; and

(d) the details of the specific data-driven insights from ICCCs being used to inform urban planning and policy decisions aimed at improving overall urban resilience and citizens' quality of life?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) Yes, the Integrated Command and Control Centres (ICCCs) have played a crucial role in the implementation of the Smart Cities Mission. These centres play a vital role in urban management by enabling real-time monitoring, data-driven decision-making, and integrated service delivery across various sectors such as mobility, water supply, sanitation, solid waste management, public safety, etc.

(b) Under the Smart Cities Mission, Integrated Command and Control Centres (ICCCs) have been operationalised across all 100 Smart Cities. These

centres play a vital role in urban management by enabling real-time monitoring, data-driven decision-making, and integrated service delivery across key sectors such as mobility, water supply, sanitation, solid waste management and public safety.

(c) ICCCs are functioning as the nerve centers for city operations, enabling real-time monitoring, data-driven decision-making and proactive management of urban services. These centres integrate data from various urban domains such as traffic management, solid waste management, water supply, street lighting, public safety and emergency response systems. Key areas where ICCCs are being effectively utilised includes Traffic and Mobility Management, Solid Waste Management, Emergency and Disaster Response, Citizen Grievance Redressal, Public Safety and Surveillance, etc.

(d) The data-driven insights generated by ICCCs are being increasingly leveraged to inform urban planning and policy decisions, thereby enhancing urban resilience and improving the quality of life for citizens. Specific examples include the use of Intelligent Traffic Management System (ITMS), Automatic Number Plate Recognition (ANPR) for traffic management and enforcement, GPS-based route optimisation for efficient solid waste collection, facial recognition systems for enhanced public safety and crowd monitoring technologies to manage large gatherings and ensure citizen security. These tools enable evidence-based governance, improve operational efficiency and support proactive decision making at the city level.

GRANT OF ST STATUS TO TEA TRIBES IN ASSAM

829. MD. RAKIBUL HUSSAIN:

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

(a) whether the Government proposes to grant Scheduled Tribe (ST) status to the tribes in Assam including Adivasi or "Tea Tribes", Chutia, Koch-Rajbongshi, Matak, Moran and Tai-Ahom communities, which has been a long-standing demand, if so, the details thereof and if not, the reasons therefor; and

(b) whether the Government has taken any measures to examine the socio-economic conditions of the said tribes in Assam, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) The proposal for inclusion of Tai Ahom, Chutia, Matak, Moran, Koch-Rajbongshi and Tea Tribes has been received from the State Government of Assam.

Government of India on 15.6.1999 (further amended on 25.6.2002 and 14.9.2022) has laid down the modalities for deciding the claims for inclusion in, exclusion from and other modifications in Orders specifying Scheduled Castes and Scheduled Tribes lists. As per these modalities, proposals are required to be recommended and duly justified along with an ethnographic report by the concerned State Government / UT Administration. Thereafter, the proposals are required to be concurred with by the Registrar General of

India (RGI) and the National Commission for Scheduled Tribes (NCST) to be considered and legislation amended. All actions on the proposals are taken as per these approved modalities.

(b) The State Government of Assam has informed that:(i) Govt. of Assam has created Matak Autonomous Council, Moran Autonomous Council and Kamatapur Autonomous Council, Adivasi Welfare and Development Council and Development Councils for Ahom and Chutia community for all-round socio-economic condition of these communities. Sufficient fund have been allocated to these Councils in the annual budget for taking up development schemes for their community.

(ii) Taking note of comparative disparity of the community, the state Government has made special reservations for these six (6) communities in the educational institutions like Medical, Engineering colleges, University, ITI etc.

(iii) 200 (two hundred) Model Tea Estate High Schools have been sanctioned in different Tea-garden areas to meet the aspirations. These schools with state-of-the-art amenities have brought a holistic change among tea garden workers and children as far as quality education is concerned. The schools are equipped with modern amenities for quality education, efficient teachers, technology, smart classrooms and future prospects and plans for the overall development of the students. Out of these, 116 Model Tea Estate High Schools have been made fully functional since 2023. Within a span of 2-3

years, these Model Schools shall be upgraded into Higher Secondary schools.

STATUS OF PMAY-U

830. SHRI RAJESHBHAI NARANBHAI CHUDASAMA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the number of houses sanctioned, constructed and occupied under Pradhan Mantri Awas Yojana (Urban), State-wise;

(b) whether there are delays in completion and allotment of approved units and if so, the reasons therefor; and

(c) the steps being taken to expedite construction and ensure transparency in the beneficiary selection process?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (c) Ministry of Housing and Urban Affairs (MoHUA) has been implementing Pradhan Mantri Awas Yojana - Urban (PMAY-U) since 25.06.2015 to provide all weather pucca houses with basic civic amenities to eligible urban beneficiaries across the country. Based on the learnings from the experiences of implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 ‘Housing for All’ Mission with effect from 01.09.2024 for implementation in urban areas across the country to support 1 crore additional eligible beneficiaries. PMAY-U 2.0 is implemented through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in

Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). The Scheme Guidelines may be accessed at https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf.

Based on the project proposal submitted by States/UTs, a total of 128 lakh houses have been sanctioned, out of which 99 lakh have been completed and 97 lakh have been occupied under PMAY-U and PMAY-U 2.0. State/UT wise details of houses sanctioned, completed and occupied under PMAY-U given in the enclosed **Statement.** The progress of the scheme can also be accessed on the PMAY-U dashboard (https://dashboard.pmay-urban.gov.in).

PMAY-U and PMAY-U 2.0 are demand driven schemes. As per the guidelines, States/UTs are responsible for identifying beneficiaries, planning and executing projects including allotment of completed houses to the eligible beneficiaries are done by States/UTs. The timeline for completion of houses/projects varies from State to State and it generally takes 12-36 months in different verticals of the scheme and as per Detailed Project Reports (DPRs) of respective projects. The completion timeline for houses depends on various factors like availability of encumbrance free land, statutory compliances for start of construction, arrangement of funds by beneficiaries etc.

The Ministry conducts regular reviews with the States/UTs to monitor progress of implementation of the scheme and expedite completion of sanctioned houses within the stipulated timeline. -

STATEMENT

State/UTs wise details of Physical progress under PMAY-U & PMAY-U 2.0

Sr.No.	Name of the State/UT	Sanctiond	Completed/ Delivered	Occupied
1	Andhra Pradesh	19,67,971	11,38,126	10,74,908
2	Bihar	4,66,855	2,02,188	2,02,122
3	Chhattisgarh	3,46,253	2,68,384	2,56,196
4	Goa	3,180	3,180	3,176
5	Gujarat	11,35,670	9,93,987	9,52,611
6	Haryana	1,36,108	74,658	74,343
7	Himachal Pradesh	14,034	12,142	12,120
8	Jharkhand	2,43,343	1,70,450	1,67,459
9	Karnataka	5,78,080	4,06,720	3,61,166
10	Kerala	1,62,251	1,43,267	1,43,118
11	Madhya Pradesh	10,39,941	9,10,322	8,97,668
12	Maharashtra	13,84,240	10,74,552	10,16,139
13	Odisha	2,37,116	1,74,404	1,70,097
14	Punjab	1,58,768	1,05,497	1,04,669
15	Rajasthan	3,80,646	2,76,804	2,69,063
16	Tamil Nadu	6,85,715	6,32,085	5,89,061
17	Telangana	3,89,372	2,29,673	1,89,795
18	Uttar Pradesh	21,60,179	17,25,799	16,90,850

19	Uttarakhand	67,089	56,244	44,909
20	West Bengal	6,27,055	5,38,363	5,36,793
21	Arunachal Pradesh	14,287	9,495	8,279
22	Assam	2,21,943	1,48,507	1,48,505
23	Manipur	56,047	24,046	24,046
24	Meghalaya	8,692	3,138	3,138
25	Mizoram	40,704	34,262	34,261
26	Nagaland	37,223	30,228	30,196
27	Sikkim	301	220	220
28	Tripura	92,213	82,942	82,942
29	A&N Island	261	234	48
30	Chandigarh	1,286	1,286	1,283
31	DNH&DD	10,712	10,454	10,191
32	Delhi	33,625	33,625	32,953
33	J&K	45,982	35,961	35,962
34	Ladakh	1,138	1,009	1,009
35	Puducherry	19,752	12,923	12,917
Grand Total		**128 Lakh**	**99 Lakh***	**97 Lakh***

*Includes completed (3.42 lakh), occupied (4.91 lakh)/ grounded (4.01 lakh) houses of JnNURM during mission period.

PMAY-U 2.0 IN TAMIL NADU

831. DR. KALANIDHI VEERASWAMY:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the total amount of funds allocated, released and utilised under Pradhan Mantri Awas Yojana - Urban (PMAY-U) 2.0 since its launch including the allocation made in the Union Budget 2026-27;

(b) the number of houses sanctioned, grounded for construction and completed under PMAY-U 2.0, State-wise, particularly in Tamil Nadu;
(c) whether the Government has assessed the progress of PMAY-U 2.0 against the targets set for Economically Weaker Sections (EWSs) and Low Income Groups (LIGs) and if so, the details thereof;
(d) the reasons for delays, if any, in release of funds or completion of projects, especially pending projects in Urban Local Bodies (ULBs); and
(e) the steps taken to ensure timely completion of sanctioned houses, release of Central assistance and monitoring of quality and affordability under PMAY-U 2.0?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (e) Ministry of Housing and Urban Affairs (MoHUA) has been implementing Pradhan Mantri Awas Yojana Urban (PMAY-U) since 25.06.2015 with an aim to provide all weather pucca houses with basic civic amenities to eligible urban beneficiaries across the country. Based on the learnings from the experiences of implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 ‘Housing for All’ Mission with effect from 01.09.2024 for implementation in urban areas across the country to support 1 crore additional eligible beneficiaries. PMAY-U 2.0 is implemented through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). The scheme guidelines can be accessed

at https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf

Based on the project proposal submitted by States/UTs, a total of 127.68 lakh houses including 16.20 lakh under PMAY-U 2.0, have been sanctioned since inception of the scheme by the Ministry, out of these 127.68 lakh houses, 121.02 lakh houses have been grounded and 99.07 lakh are completed/delivered to the beneficiaries across the country. A total Central Assistance of ₹2.12 lakh crore has been sanctioned, of which ₹1.81 lakh crores has already been released and ₹1.74 lakh crores have been utilized by the States/UTs under PMAY-U & PMAY-U 2.0, so far. The State/UT-wise details of houses sanctioned, grounded and completed under PMAY-U & PMAY-U 2.0 including in the State of Tamil Nadu are given in the enclosed **Statement.**

The timeline for completion of houses/projects varies from State to State and it generally takes 12-36 months in different verticals of the scheme or as per Detailed Project Reports (DPRs) of respective projects. The completion timeline for houses depends on various factors like availability of encumbrance free land, statutory compliances for start of construction, arrangement of funds by beneficiaries etc.

The Ministry monitors progress of the Scheme through periodic review meetings, video-conferences and field visits. States/UTs have been advised to expedite construction of sanctioned houses to ensure their completion within the timelines prescribed in the Detailed Project Reports (DPRs) and to

timely submit the prescribed compliances for release and utilization of subsequent installments of Central Assistance.

Further, as per PMAY-U 2.0 guidelines, there is provision to ensure quality of construction under BLC/AHP/ARH verticals of the Mission through Third Party Quality Monitoring Agencies (TPQMA) selected by States/UTs. TPQM Agencies are required to visit the project site and to advise State/UT and Urban Local Bodies on quality related issues.

STATEMENT

State/UTs wise details of Physical progress under PMAY-U and PMAY-U 2.0

Sl.No.	Name of the State/ UT	Sanctioned	Grounded	Completed/ Delivered
1	A&N Island	261	261	234
2	Andhra Pradesh	19,67,971	18,70,787	11,38,126
3	Arunachal Pradesh	14,287	13,005	9,495
4	Assam	2,21,943	1,84,600	1,48,507
5	Bihar	4,66,855	4,25,630	2,02,188
6	Chandigarh	1,286	1,286	1,286
7	Chhattisgarh	3,46,253	3,08,753	2,68,384
8	Delhi	33,625	33,625	33,625
9	DNH&DD	10,712	10,712	10,454
10	Goa	3,180	3,180	3,180
11	Gujarat	11,35,670	10,40,736	9,93,987
12	Haryana	1,36,108	87,475	74,658
13	Himachal Pradesh	14,034	13,429	12,142
14	J&K	45,982	43,907	35,961
15	Jharkhand	2,43,343	2,10,794	1,70,450
16	Karnataka	5,78,080	4,98,868	4,06,720

17	Kerala	1,62,251	1,55,725	1,43,267
18	Ladakh	1,138	1,071	1,009
19	Madhya Pradesh	10,39,941	9,98,165	9,10,322
20	Maharashtra	13,84,240	12,16,585	10,74,552
21	Manipur	56,047	51,225	24,046
22	Meghalaya	8,692	4,580	3,138
23	Mizoram	40,704	39,361	34,262
24	Nagaland	37,223	32,164	30,228
25	Odisha	2,37,116	2,01,292	1,74,404
26	Puducherry	19,752	19,269	12,923
27	Punjab	1,58,768	1,35,494	1,05,497
28	Rajasthan	3,80,646	3,44,873	2,76,804
29	Sikkim	301	301	220
30	Tamil Nadu	6,85,715	6,73,709	6,32,085
31	Telangana	3,89,372	2,73,453	2,29,673
32	Tripura	92,213	88,966	82,942
33	UttarPradesh	21,60,179	20,41,278	17,25,799
34	Uttarakhand	67,089	65,866	56,244
35	West Bengal	6,27,055	6,11,396	5,38,363
Total		**127.68 Lakh**	**121.03 Lakh***	**99.07 Lakh***

*Includes completed (3.42 lakh) and grounded (4.01 lakh) houses of JnNURM during mission period.

VIABILITY GAP FUNDING

832. SHRI MATHESWARAN V. S. :

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) the amount of Viability Gap Funding (VGF) provided to Alliance Air under the Regional Connectivity Scheme (RCS) for operating flights in Bengaluru to Salem sector from 2023 till date, year-wise; and

(b) the details of the amount of VGF provided under RCS along with the date of disbursement from 2015 till date, airline-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) Under the Regional Connectivity Scheme – Ude Desh ka Aam Nagrik (RCS-UDAN), an amount of Rs. 13.81 crore has been disbursed as Viability Gap Funding (VGF) to Alliance Air for operation of RCS flights on the Bengaluru–Salem–Bengaluru route from 16.10.2023 till date.

(b) The airline-wise details of Viability Gap Funding (VGF) disbursed to the Selected Airline Operators (SAOs) under the scheme for operation of RCS flights, from the inception of the Scheme till date, are given in the enclosed **Statement.**

STATEMENT

Airline-wise VGF disbursed from 2017-18 till 2026-27 (in Rs. Crores)

S. No.	Airline	Total
1	AIR ODISHA	1.02
2	ALLIANCE AIR	1007.51
3	AIR TAXI	40.42
4	BIG CHARTERS	267.98
5	DECCAN CHARTERS	5.73
6	GHODAWAT	757.30

7	GSEC MONARCH	62.06
8	HERITAGE	144.30
9	INDIGO	1201.13
10	JET AIRWAYS	18.77
11	PAWAN HANS	121.79
12	SPICEJET	662.54
13	TRUJET	382.03
14	ZOOM AIR	2.84
15	Just Udo Aviation P. Ltd.	205.68
	TOTAL	**4881.10**

JAL SANCHAY JAN BHAGIDARI 2.0 PORTAL

833. DR. RANI SRIKUMAR:
SHRI G. SELVAM:
SHRI C. N. ANNADURAI:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has extended the timeline for citizen feedback on the Jal Sanchay Jan Bhagidari (JSJB) 2.0 Portal to enable public participation in evaluating water conservation, rainwater harvesting, groundwater recharge and storage structures and if so, the details thereof;

(b) the number of water conservation assets created and citizen feedback received from Tamil Nadu under the JSJB 2.0 initiative, district-wise;

(c) whether the Government has assessed the effectiveness, functionality and sustainability of the water conservation structures created in drought-prone and water-stressed districts of Tamil Nadu and if so, the details thereof; and

(d) the steps proposed to strengthen community participation, improve groundwater recharge, revive traditional water bodies and provide additional financial and technical assistance for water conservation projects in Tamil Nadu under the JSJB initiative?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) Yes, the Ministry of Jal Shakti has extended the timeline for Citizen Feedback on JSJB 2.0 Portal. The citizen feedback initiative, which commenced on 26.01.2026, provides a platform for citizens and stakeholders across the country to share their feedback until 31 July 2026, on water conservation, rainwater harvesting, groundwater recharge and storage work reported under the Jal Sanchay Jan Bhagidari (JSJB) 2.0 initiative. The portal for sharing the feedback is https://jsjb.mowr.gov.in/DashboardJsjb.aspx.

(b) The district-wise progress of artificial groundwater recharge and storage works reported on the portal under JSJB 2.0 initiative is given in the enclosed **Statement.**

As on 20.07.2026, no citizen feedback has been received for the State of Tamil Nadu on the JSJB 2.0 Portal.

(c) Dynamic Ground Water Resources of the country including Tamil Nadu are being assessed every year jointly by the Central Ground Water Board

(CGWB) and the State Government. As per the 2025 assessment, the Total Annual Ground Water Recharge in the State has been assessed as 22.61 Billion Cubic Meter (BCM) and the Annual Extractable Ground Water Resource as 20.46 BCM. The Total Annual Ground Water Extraction for all uses has been estimated as 15.04 BCM. The Stage of Ground Water Extraction, which is a measure of Annual Ground Water Extraction for all uses (irrigation, industrial and domestic) over the Annual Extractable Ground Water Resource, is 73.50%. Further, the recharge from tanks, ponds and water conservation structures in Tamil Nadu has been assessed as 2.94 BCM during the 2025 assessment, as against 2.70 BCM in the 2024 assessment, indicating an increase of 0.24 BCM. This reflects the positive impact of water conservation and recharge measures implemented in the State.

(d) 'Water' being a State subject, the aspects related to water resources including its conservation are studied, planned, funded and executed by the State Governments themselves as per their own resources and priorities. The Central Government supplements the measures and efforts being taken up by the State Governments.

Jal Sanchay Jan Bhagidari (JSJB) initiative was launched in Surat, Gujarat on 6 September 2024. In June 2025, JSJB 2.0 was launched. The implementation cycle for JSJB 2.0 commenced on 1 June 2025 and concluded on 31 May 2026.

Jal Sanchay Jan Bhagidari: Catch the Rain (JSJB: CTR) – 2026 was launched on 1st June 2026 enhancing the scope of the Jal Sanchay Jan

Bhagidari (JSJB) initiative and simultaneously integrating it with the Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) campaign. The initiative emphasises Jan Bhagidari by involving local communities in the identification, execution and maintenance of water conservation works.

The JSJB initiative focuses on intensifying community action and mobilization to build low-cost rainwater harvesting structures in low cost and saturation mode. The initiative leverages community funds, individual donations, Corporate Social Responsibility Funds and others for construction of low-cost structures like borewells, recharge shafts, recharge pits, using locally available material, to harvest rainwater, to boost ground water level and provide local tailor-made solution to water issues. The objective is to ensure that every drop of water is conserved through collective efforts, following a whole-of-society and whole-of-government approach. By fostering community ownership, the initiative seeks to develop cost-effective, local solutions at the micro level for water conservation and ground water recharge. The JSJB initiative is guided by the 3Cs principle—Community, CSR and Cost, ensuring effective convergence and maximized outcomes. The Government promotes the JSJB initiative in partnership with State Governments and local authorities to ensure its widespread reach and awareness. The initiative aims at forging partnership with stakeholders such as NGOs, Trusts, Civil Societies and educational institutions to engage the broader community effectively. The progress of the campaign is monitored through online portal - JSJB: CTR (https://jsjb.mowr.gov.in).

To address the challenges faced by States and local bodies in implementing rainwater harvesting systems, particularly in water-stressed regions, the Government of India has adopted a comprehensive, multi-pronged approach. As part of this strategy, officers from Central Ground Water Board (CGWB) and Central Water Commission (CWC) are deployed to provide technical guidance and verify the water conservation structures. Further, State Nodal Officers are also appointed by all the states/ UTs to oversee the implementation of the initiative at state level.

Village-level GIS-based feasibility maps have been shared with all districts to support technical planning and facilitate the effective implementation of water conservation and groundwater recharge interventions.

Earlier, the Ministry of Jal Shakti launched the Jal Shakti Abhiyan (JSA) in 2019 as a time-bound, mission-mode water conservation campaign in 256 water stressed districts of the country. The Hon'ble PM of India launched the campaign in 2021 as Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) with the message, "Catch the Rain: Where It Falls, When It Falls." Since then, JSA: CTR evolved into a national movement, reinforcing India's collective commitment to water security through localised action and institutional convergence. The JSA:CTR campaign was implemented nationwide and each edition had included a targeted focus since 2023 to maximize impact. The JSA: CTR 2023, with the theme “Source Sustainability for Drinking Water,” prioritized 150 special focus districts identified by the Jal Jeevan Mission. The

JSA: CTR 2024 campaign, themed “Nari Shakti se Jal Shakti,” was carried out across the country with a special focus on 151 districts identified by the Central Ground Water Board (CGWB). The JSA: CTR 2025 was launched with the theme “Jal Sanchay Jan Bhagidari: Jan Jagrukta Ki Or” emphasizing deeper grassroots engagement, inter-sectoral convergence and innovative financing mechanisms with 148 special focus on districts identified by CGWB.

Several innovative models of groundwater recharge and water conservation are observed across various regions, showcasing the diversity of locally adapted and community-driven solutions. A few of them are given below.

i. The “Karmbhoomi se Matribhoomi” Model reflects contributions made by individuals working in Gujarat towards recharge projects in their native states, such as Rajasthan, Madhya Pradesh, and Bihar. This voluntary and emotional investment has enabled cross-state support for sustainable groundwater recharge.

ii. The Gir Ganga Trust model in Gujarat showcases a philanthropic and community-led approach to water conservation. Local communities have actively contributed through both in-kind labour and resources for the creation, operation and maintenance of recharge structures, thereby fostering a strong sense of ownership and long-term sustainability. This model demonstrates how civil society partnerships can play a transformative role in scaling groundwater recharge efforts.

iii. In Maharashtra, the Jal Tara Model involves farmers systematically constructing standardised recharge pits measuring 4 ft × 4 ft × 6 ft across agricultural land. This low-tech but impactful intervention significantly enhances infiltration and supports the recharge of shallow aquifers, thereby benefiting both crop productivity and groundwater sustainability.

iv. The 5% Model from Korea district in Chhattisgarh illustrates how terraced recharge pits constructed on 5% of cultivable land can significantly improve local aquifer recharge. This model integrates water conservation directly into land-use planning and agricultural practices, resulting in improved soil moisture retention and enhanced groundwater levels. On each farmland, a shallow terraced recharge pit is constructed in a "pit within a pit" design, with farmers voluntarily contributing 5% of their cultivable land.

v. In Banaskantha, Gujarat, a large-scale initiative has focused on the construction of low-cost artificial recharge structures in arid regions. This intervention was made possible by leveraging Corporate Social Responsibility (CSR) funding and the active participation of farmer cooperatives. The model demonstrates how public-private collaboration can effectively address regional water stress, offering a scalable and replicable solution for water-scarce areas.

Panchayati Raj Institutions (PRIs) play a central role in mobilising communities, facilitating local-level planning and ensuring participatory

implementation and monitoring of water conservation works. Women Self Help Groups (SHGs), youth, students and local community groups are actively involved in awareness generation, behaviour change communication and social mobilisation, thereby strengthening grassroots participation and ownership. IEC activities, community meetings and field interactions are undertaken to enhance awareness, technical understanding and participatory implementation at the grassroots level. IEC activities, community meetings and field interactions are undertaken to enhance awareness, technical understanding and participatory implementation at the grassroots level.

The Citizen Feedback mechanism on the JSJB 2.0 Portal seeks to further strengthen Jan Bhagidari by enabling citizens to provide feedback on the reported works. Through their valuable inputs, citizens can help identify maintenance requirements, monitor the functionality of structures, and contribute to improving their long-term effectiveness.

Through this initiative, the Ministry aims to strengthen community ownership of water conservation structures and further advance the nationwide movement towards sustainable water management and water security.

STATEMENT

District-wise progress under JSJB 2.0 in Tamil Nadu		
S.No.	**District**	**Completed Works**
1.	Ariyalur	2928
2.	Chengalpattu	1323

3.	Coimbatore	30036
4.	Cuddalore	2548
5.	Dharmapuri	4746
6.	Dindigul	5858
7.	Erode	5297
8.	Kallakurichi	996
9.	Kancheepuram	3436
10.	Kanniyakumari	4848
11.	Karur	2723
12.	Krishnagiri	2102
13.	Madurai	1427
14.	Mayiladuthurai	384
15.	Nagapattinam	5149
16.	Namakkal	45864
17.	Perambalur	1653
18.	Pudukkottai	997
19.	Ramanathapuram	1245
20.	Ranipet	727
21.	Salem	19394
22.	Sivaganga	1037
23.	Tenkasi	506
24.	Thanjavur	4515
25.	The Nilgiris	374
26.	Theni	1128
27.	Thiruvallur	4618
28.	Thiruvarur	12164
29.	Thoothukkudi	918
30.	Tiruchirappalli	5031
31.	Tirunelveli	2756
32.	Tirupathur	2792
33.	Tiruppur	1661
34.	Tiruvannamalai	4213

35.	Vellore	13018
36.	Viluppuram	2513
37.	Virudhunagar	4659
Total		205584

EMERGENCY SERVICES ON NHs

834. SHRI JANARDAN SINGH SIGRIWAL:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government has made provisions for ambulances, breakdown repair services and other safety support systems on National Highways (NHs) in the country and if so, the details thereof;

(b) whether such services are operated through any designated agencies or contractors and if so, the details thereof along with their roles and responsibilities;

(c) whether the Government maintains a mechanism for monitoring the availability, response time and effectiveness of ambulances and highway repair services and if so, the details thereof;

(d) whether there have been reported gaps or deficiencies in the availability and functioning of ambulances and safety services on National Highways during the last five years and if so, the details thereof along with the corrective steps taken in this regard; and

(e) the other measures being taken by the Government to strengthen emergency response systems, improve road safety infrastructure and ensure timely assistance to commuters on National Highways?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) As part of incident management under Operation and Maintenance (O&M) on National Highways stretches under National Highways Authority of India (NHAI), Highway ambulances, cranes and patrolling vehicles are deployed in their respective service area to extend assistance in case of any emergency on National Highways. However, no separate provision for vehicle repair services on National Highways are made.

(b) Ambulances, patrolling Vehicles and Cranes are deployed by the Highway Contractors/ Concessionaires responsible for O&M of the National Highways where provided in the respective Contract / Concession Agreements. Ambulances are also deployed through centralized ambulance agency and through Memorandum of Understanding with HLL (Hindustan Latex Limited) Lifecare Limited, Central Public Sector Undertaking under Ministry of Health and Family Welfare.

(c) NHAI has developed an IT based platform which assists in monitoring the availability of on-road units across various locations and also relay dispatch related information to the on-road units along with monitoring of the response time of the Ambulance. All on-road units, including ambulances, cranes, and patrolling vehicles, have been on boarded on the IT

System. These services can be invoked by road users either by Rajmarg Yatra Application or dialing toll free 1033 helpline number.

(d)and (e) Regular inspection of Incident Management Services is conducted by the field units and any gaps/ deficiencies are reported to the Contractors/ Concessionaire and necessary penalties are also levied accordingly.

Further, in order to improve the incident management services along National Highways, various measures have been undertaken such as:

(i) Basic Life Support (BLS)/ Advanced Life Support (ALS) ambulances are deployed on project stretches.

(ii) Regular Training is provided to Incident Management staff of Ambulance/ Crane/ Patrolling Vehicles.

(iii) AIS-140 compliant vehicle location & tracking devices have been installed on all on-road units deployed. In addition, dedicated Mobile Data Terminal (MDT) has been provided to these on-road units, to facilitate the effective use of the IT-based platform. This enables real-time identification of the location of the distress caller and the nearest available ambulance, thereby ensuring a faster and more efficient emergency response to incident locations.

HOSTELS FOR ST STUDENTS UNDER PM-JANMAN IN ODISHA

835. SHRI BAIJAYANT PANDA:

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

(a) the number of hostels constructed for Scheduled Tribe (ST) students in Odisha under the Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN);

(b) the total expenditure incurred on the construction of such hostels in Odisha during Financial Years 2024-25 and 2025-26; and

(c) whether the Government proposes to further expand hostel and allied infrastructure facilities for Scheduled Tribe (ST) students pursuing higher education in Odisha, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) and (b) Pradhan Mantri Janjati Adivasi Nyaya Maha AbhiyaN (PM JANMAN) was launched for socio-economic development of 75 PVTG communities residing in 18 states and one UT. Under PM JANMAN, as per information received from Ministry of Education, Department of School Education & Literacy, the details of hostels sanctioned in State of Odisha through Samagra Shiksha with total cost of Rs. 204.05 Cr including Central share of Rs.122.43 Cr is as under:

Sanctioned (No.)	Completed (No.)
76	0

During FY 2024-25 and FY 2025-26, no funds were released to State of Odisha.

(c) Under the Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA), Ministry of Tribal Affairs has approved a total of 92 hostels for ST students in the State of Odisha. Besides, Ministry of Education, Department of School Education & Literacy has approved 40 hostels in the State of Odisha.

PROMOTION OF MSME EXPORTS

836. SUSHRI PRANITI SUSHILKUMAR SHINDE:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the details of the share of Micro, Small and Medium Enterprises (MSMEs) in India's total exports during the last three years, sector-wise;

(b) the key challenges faced by MSME exporters, particularly in accessing international markets, credit availability, compliance with global standards and logistics costs;

(c) the schemes and policy measures implemented by the Government to promote MSME exports, including support for digital and e-commerce exports; and

(d) whether the Government proposes to introduce any targeted interventions to enhance the participation of MSMEs in global value chains and to increase their export competitiveness and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d) As per the available information, the share of export of MSME specified products in total merchandise exports of India is as follows:

Year	% share of export of MSME related products in total merchandise exports of India
2023-24	45.74%
2024-25	48.55%
2025-26	50.60%

Government has undertaken the following initiatives to support Micro, Small and Medium Enterprises (MSMEs) and boost their competitiveness and their participation in global value chain:

i. The Export Promotion Mission (EPM) launched in November 2025 seeks to provide a comprehensive, flexible, and digitally driven framework for export promotion, with a total outlay of Rs.25,060 crore for FY 2025–26 to FY 2030–31. The Mission operates through two integrated sub-schemes:

a. Niryat Protsahan focuses on improving access to affordable trade finance for MSMEs through a range of instruments such as interest subvention, export factoring, credit guarantee and credit enhancement support for diversification into new markets.

b. Niryat Disha focuses on non-financial enablers that enhance market readiness and competitiveness, including export quality and compliance support, assistance for international branding, packaging, and participation in trade fairs, export warehousing and logistics, inland

transport reimbursements, and trade intelligence and capacity-building initiatives.

ii. Credit Guarantee Scheme for Exporters has also been approved to provide 100% credit guarantee coverage by National Credit Guarantee Trustee Company Limited (NCGTC) to Member Lending Institutions (MLIs) for extending additional collateral free credit facilities up to Rs.20,000 crore to eligible exporters, including MSMEs. The Scheme is expected to enhance the global competitiveness of Indian exporters and support diversification into new and emerging markets.

iii. Ministry of Micro, Small and Medium Enterprises (MSME) implements International Cooperation Scheme which is aimed at building capacity of MSMEs by facilitating their participation in international exhibitions/fairs/conferences/seminar/buyer-seller meets abroad as well as reimbursement of various costs involved including reimbursement of Fee paid on Testing & Quality Certification acquired by MSEs to export products.

iv. Further, the Ministry of MSME has established 65 Export Facilitation Centres (EFCs) across the country with the aim of providing requisite mentoring and handholding support to MSMEs in exporting their products and services. Export Facilitation Centres (EFCs) support MSME exporters by providing comprehensive assistance through dissemination of information on export-related schemes and benefits, training and workshops on export compliance, handholding in export documentation

and procedures, engagement with industry associations, State Governments, and DGFT to facilitate MSMEs.

v. Districts as Export Hubs (DEH): This initiative identifies products with export potential in every district to address bottlenecks and link local MSMEs with global value chains.

vi. Trade Connect e-Platform: Trade Connect e-Platform has been launched to provide trade-related information to Indian exporters particularly MSMEs. This platform also serves as an online hub for integrating efforts from the Department of Commerce, Indian Missions abroad, Export Promotion Councils, Commodity Boards, and other organisations to deliver comprehensive support to Indian exporters.

vii. Government periodically assesses the extent of digital adoption among MSMEs, covering aspects such as e-commerce platforms, digital accounting, supply chain digitization, and participation in platforms like the Government e-Marketplace (GeM) and Open Network for Digital Commerce (ONDC) through Trade Enablement and Marketing (TEAM) scheme through independent evaluation studies.

viii. Comprehensive GST rationalisation recently done by Government will strengthen MSMEs fortifying local supply chains in critical sectors like automobiles, textiles, food processing, logistics, and handicrafts. Lower GST rates have made raw materials and services more affordable, motivating small and medium enterprises and start-ups to scale up operations, invest in innovation, and compete both domestically and

globally.

ASSESSMENT OF INTEGRATED COLD CHAIN

837. SHRI SRIBHARAT MATHUKUMILLI:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) whether the Government has undertaken any impact assessment of the Integrated Cold Chain and Value Addition Infrastructure component of the Pradhan Mantri Kisan SAMPADA Yojana (PMKSY), if so, the details of reduction in post-harvest losses, increase in food processing capacity and improvement in farmers' price realization recorded after commissioning of such projects, the commodity-wise and State-wise;

(b) the estimated post-harvest losses, existing cold storage capacity, additional cold storage capacity required and the identified gaps between demand and available capacity as per the latest assessment, commodity-wise and State-wise;

(c) whether Government has identified districts or value chains where post-harvest losses continue to remain high despite the creation of cold chain infrastructure and if so, the reasons therefor and the corrective measures proposed therein; and

(d) the details of projects sanctioned, completed and operational, funds sanctioned and released, storage capacity created, average capacity utilisation under the scheme, State- wise?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) and (b) The Ministry of Food Processing Industries (MoFPI) has commissioned a study on Impact Evaluation of Integrated Cold Chain and Value Addition Infrastructure Scheme (Cold Chain scheme) during 2025 through Academy of Management Studies, New Delhi. The above study reported that the commissioning of cold chain projects under the Cold Chain scheme has led to reduction in post-harvest losses, increase in processing and preservation capacity across the country and thereby assisting farmers in achieving better price realization for their farm produce.

To quantify post-harvest losses, the Ministry relies on periodic studies rather than annual estimates. These studies were conducted by the Ministry through (i) Central Institute of Post-Harvest Engineering & Technology (CIPHET), Indian Council of Agricultural Research(ICAR) – during 2015 with reference year 2012-14 and (ii) NABARD Consultancy Services Pvt. Ltd. (NABCONS) during 2022 with reference year 2020-22. As per these studies, the estimated percentages of post-harvest losses of various agricultural produce in the country are as mentioned below:

Crops/ Commodities	Estimated Percentage Loss	
	As per ICAR-CIPHET study (2015)	As per NABCONS study (2022)
Cereals	4.65 - 5.99	3.89-5.92

Pulses	6.36 - 8.41	5.65-6.74
Oil Seeds	3.08 - 9.96	2.87-7.51
Fruits	6.70-15.88	6.02-15.05
Vegetables	4.58-12.44	4.87-11.61
Plantation Crops & Spices	1.18-7.89	1.29-7.33
Milk	0.92	0.87
Fisheries (Inland)	5.23	4.86
Fisheries (Marine)	10.52	8.76
Meat	2.71	2.34
Poultry	6.74	5.63
Egg	7.19	6.03

State-wise post-harvest losses of major crops in percentage provided as per the NABCONS study (2022) is given in the enclosed **Statement-I.**

As per the data compiled and provided by the Department of Agriculture and Farmers Welfare, the existing cold storage capacity across the country as on 31.01.2026 is 402.87 lakh MT. As per the latest study on Impact Evaluation of Integrated Cold Chain and Value Addition Infrastructure Scheme during 2025 conducted by this Ministry through Academy of Management Studies, New Delhi, there is a gap of 48.03 lakh MT between the existing and required cold storage facility.

(c) The Cold Chain scheme operates on a demand driven basis, with Expressions of Interest issued periodically to invite proposals from the eligible entities nationwide, contingent upon fund availability. Importantly, proposals are considered irrespective of specific districts or value chains. To address

post-harvest losses, the Ministry has conducted studies that provide crop-wise estimates across the supply chain. These assessments detail losses at various stages of different commodities, along with the primary causes and critical loss points. These findings inform policy measures and guide infrastructure development aimed at reducing losses. These studies do not furnish district-wise estimates of post-harvest losses of crops.

(d) As of 30.06.2026, under the Integrated Cold Chain and Value Addition Infrastructure (Cold Chain scheme) component of Pradhan Mantri Kisan Sampada Yojana (PMKSY), a total of 409 projects have been approved, with a sanctioned grant-in-aid of ₹3089.08 crore, of which, ₹2540.89 crore has already been disbursed. Of these approved projects, 311 have been successfully completed and operationalized, leading to the creation of a cumulative cold storage capacity of 9.236 lakh metric tonnes. A comprehensive State-wise breakdown of the approved, completed and operational projects, along with the funds sanctioned and released along with total cold storage created is given in the enclosed **Statement-II**. Furthermore, the sector-wise average capacity utilization of various components supported under these projects has also been assessed; these utilization figures are drawn from the Ministry's 2020 evaluation study – titled "Impact of units implemented under Scheme for Integrated Cold Chain and Value Addition Infrastructure assisted by Ministry of Food Processing Industries" conducted by NABCONS Pvt. Ltd., and are given in the enclosed **Statement-III.**

STATEMENT-I

State-wise Post-Harvest Losses of Major crops in percentage

Sl. No.	State/ UT	Post-harvest losses of crops in percentage																
		Bajra	Banana	Black gram	Cashew nut	Chickpea	Chili	Citrus	Coconut	Cotton seed	Egg	Green gram	Ground nut	Inland fish	Maize	Mango	Marine fish	Arecanut
1.	Andhra Pradesh	5.07	9.33	5.56	4.82	5.71	7.06	7.97	4.32	3.03	5.47	6.17	6.58	4.68	5.98	7.90	8.50	
2.	Assam										6.05							
3.	Andaman & Nicobar Islands								4.25									6.44
4.	Bihar											6.06			5.83	10.10		
5.	Chhattisgarh																	
6.	Gujarat	4.41	7.59	4.8						2.93		5.85	5.31		5.18			
7.	Haryana	3.77				5.66				2.55	6.74							
8.	Himachal Pradesh														2.27			
9.	Jharkhand																	
10	Jammu & kashmir										6.08				3.92			
11	Kerala				3.07				3.61		5.53						8.75	4.01
12	Karnataka	5.03			3.17				3.78		5.64				4.41		8.97	4.15
13	Madhya Pradesh	4.53		6.73		5.85	6.29	7.4			6.33		6.11		6.3			
14	Maharashtra	4.21	6.06	7.48		5.4		8.79		2.98	5.55	5.9	6.16		5.3	8.61	8.8	
15	Meghalaya				4.53													
16	Nagaland																	
17	Odisha					6.09					6.63	6.11		5.68			9.89	

18	Punjab							5.4							6.91			
19	Rajasthan	5.03		5.74		5.83				2.53		6.21	5.03		5.81			
20	Tamil Nadu		7.47	5.93							6.6		5.31		4.39		9.14	
21	Telangana						6.06	7.73		3.04	5.36	6.24	6.67		6.51			
22	Uttarakhand																	
23	Uttar Pradesh	4.11		6.11							6.06				5.77			
24	West Bengal										7.07	6.24	7.24	3.79	5.42		8.94	

Sl. No.	**State/ UT**	**Post-harvest losses of crops in percentage**														
		Milk	**Musk melon**	**Paddy**	**Papaya**	**Pome-granate**	**Poultry Meat**	**Sorghum**	**Tapioca**	**Tomato**	**Turmeric**	**Cabbage**	**Meat**	**Mushroom**	**Pineapple**	**Radish**
1	Andhra Pradesh	0.58	7.42	5.73	6.58	8.69	7.39	5.67	-	12.36	4.97	-				
2	Assam			6.07			6.61					7.38	3.44	4.48	7.11	5.14
3	Andaman & Nicobar Islands															
4	Bihar			4.65								8.7			5.89	5.11
5	Chhattisgarh			3.92												6.66
6	Gujrat	0.5		4.54	5.81					10.97		8.39				
7	Haryana	0.74					4.63						2.88	5.91		7.51
8	Himachal Pradesh													6.01		
9	Jharkhand				6.73											
10	Jammu & kashmir															
11	Kerala						5.32		4.8				2.2			

12	Karnataka					8.19				9.97	4.63				3.73	
13	Madhya Pradesh	0.53	5.76	4.20						11.85						
14	Maharashtra	0.65		4.44		6.02	4.78						2.78	9.24		
15	Meghalaya								4.99		5.64					
16	Nagaland								5.42							
17	Odisha			4.17						13.19		8.08		13.64		
18	Punjab	0.63	5.48	3.15										6.7		
19	Rajasthan	1.35														
20	Tamil Nadu			5.98			6.08						3.04	11.03		
21	Telangana						8.12						1.61			
22	Uttarakhand	1.16		2.87												
23	Uttar Pradesh	1.12	7.25	4.00			7.24						2.8	2.74		
24	West Bengal	1.09		5.14			5.41					8.71	2.41		5.66	6.45

Sl. No.	State/UT	Post-harvest losses of crops in percentage														
		Bottle Gourd	Brinjal	Cauliflower	Guava	Inland fish	Okra	Potato	Sugarcane	Sunflower	Sapota	Onion	Mustard	Wheat	Beans	Pigeon pea
1	Andhra Pradesh															
2	Assam															
3	Andaman & Nicobar Islands															
4	Bihar	7.35	7.52	6.76	15.36	5.99	6.27	6.11	8.99	5.18						
5	Chhattisgarh	6.77			13.79											

6	Gujrat		6.99	7.99			5.79	5.18			7.47	7.57	4.38	5.18	6.65	4.27
7	Haryana								6.34	4.44			4.52	4.37		
8	Himachal Pradesh													3.32		
9	Jharkhand															
10	Jammu & kashmir															
11	Kerala															
12	Karnataka					4.82			4.84	4.22		8.70			7.33	4.57
13	Madhya Pradesh	7.46		6.46	14.93		5.84	7.00				8.11	4.86	4.94		6.43
14	Maharashtra								8.61	4.93		6.78				6.90
15	Meghalaya															
16	Nagaland															
17	Odisha	7.57	7.30	7.65			6.25									
18	Punjab							5.57	4.38					4.55		
19	Rajasthan												4.75	6.25		
20	Tamil Nadu								8.65						7.82	
21	Telangana															5.01
22	Uttarakhand								5.46					2.51		
23	Uttar Pradesh	6.43				4.99		5.82	6.91				5.97	6.36		
24	West Bengal		7.85	7.26	15.86		6.05	5.71		5.21			6.21	6.13	5.48	

Sl. No.	State/UT	Post-harvest losses of crops in percentage								
		Apple	Capsicum	Green pea	Black pepper	Grapes	Safflower	Sorghum	Soybean	Coriander
1	Andhra Pradesh									
2	Assam									
3	Andaman & Nicobar Islands									
4	Bihar									
5	Chhattisgarh									
6	Gujrat									
7	Haryana									
8	Himachal Pradesh	9.20	5.74	6.35						
9	Jharkhand									
10	Jammu & Kashmir	9.51								
11	Kerala				1.26					
12	Karnataka		5.75		1.31	8.02	3.10	5.69	6.63	
13	Madhya Pradesh		4.33	6.27				6.76	7.36	6.01

14	Maharashtra					6.73	3.02	6.16	8.84	
15	Meghalaya									
16	Nagaland									
17	Odisha									
18	Punjab		4.31	6.67						
19	Rajasthan							6.01	6.54	5.70
20	Tamil Nadu							6.29		
21	Telangana									
22	Uttarakhand	11.50								
23	Uttar Pradesh			6.34						
24	West Bengal									

STATEMENT-II

State-wise details of projects approved, completed and operational, Grants-in-aid approved, Grants-in-aid released and total cold storage capacity created from the completed projects

Sl. No.	State/UT	No. of projects approved	No. of Completed/ Operational	Approved GIA (₹in cr.)	Released GIA (₹in cr.)	Total Cold Storage capacity created from completed projects (Lakh MT)
1	Andaman & Nicobar	1	1	2.81	2.81	0.00600
2	Andhra Pradesh	37	25	313.67	245.82	0.45614
3	Arunachal Pradesh	2	1	15.59	6.46	0.01000
4	Assam	2	2	17.37	17.37	0.081
5	Bihar	5	3	39.85	34.86	0.366
6	Chandigarh	0	0	0.00	0.00	0.00
7	Chhattisgarh	4	2	30.41	11.52	0.085
8	Dadra & Nagar Haveli and Diu & Daman	0	0	0.00	0.00	0.00
9	Delhi	0	0	0.00	0.00	0.00
10	Goa	0	0	0.00	0.00	0.00
11	Gujarat	29	25	233.27	203.77	0.568
12	Haryana	23	18	174.00	147.67	0.547
13	Himachal Pradesh	16	14	138.10	130.92	0.35
14	Jammu & Kashmir	7	5	52.83	32.83	0.053
15	Jharkhand	0	0	0.00	0.00	0.00
16	Karnataka	20	14	147.37	101.39	0.288
17	Kerala	8	4	56.96	24.31	0.411

18	Ladakh	0	0	0.00	0.00	0.00
19	Lakshadweep	0	0	0.00	0.00	0.00
20	Madhya Pradesh	11	9	83.03	71.20	0.221
21	Maharashtra	77	59	543.37	458.30	1.768
22	Manipur	1	1	9.96	9.96	0.029
23	Meghalaya	0	0	0.00	0.00	0.00
24	Mizoram	2	2	12.77	12.77	0.005
25	Nagaland	2	1	12.48	8.39	0.010
26	Odisha	9	5	71.38	52.05	0.11886
27	Pondicherry	0	0	0.00	0.00	0.00
28	Punjab	25	21	157.03	138.40	0.566
29	Rajasthan	14	13	83.42	81.00	0.435
30	Sikkim	0	0	0.00	0.00	0.00
31	Tamil Nadu	26	15	187.02	119.72	0.349
32	Telangana	15	11	113.03	93.54	0.188
33	Tripura	0	0	0.00	0.00	0.00
34	Uttar Pradesh	26	21	207.21	190.54	0.627
35	Uttrakhand	30	27	275.10	265.64	1.009
36	West Bengal	17	12	111.05	79.65	0.689
	Total	**409**	**311**	**3089.08**	**2540.89**	**9.236**

STATEMENT-III

Sector-wise/ component-wise capacity utilisation of cold chain projects approved under Cold Chain scheme

Sector	**Average Percentage Capacity Utilisation of components supported in Cold Chain projects**					
	Single Cycle Components					
	IQF	**Plate Freezer**	**Blast Freezer**	**Primary Processing**	**Sorting Grading Line**	**Packaging Line**
Dairy	2	-	78	4	-	89

Fisheries	58	26	14	27	-	59
Fruit & Vegetable	26	20	-	68	39	12
Meat	41	49	56	23	-	-

Sector	Multi Cycle Components			
	Cold Storage/ CA	**Reefer Vans/ Insulated Vans**	**Deep Freezer**	**Precooling units**
Dairy	42	78	15	-
Fisheries	61	7	1	-
Fruit & Vegetable	33	19	14	33
Meat	13	-	68	45

RURAL ELECTRIFICATION UNDER DDUGJY AND SAUBHAGYA

838. SHRI RAO RAJENDRA SINGH:

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

(a) the details of villages electrified under the Deen Dayal Upadhyaya Gram Jyoti Yojana (DDUGJY) and the Pradhan Mantri Sahaj Bijli Har Ghar Yojana (SAUBHAGYA) Scheme since their inception respectively, State-wise;

(b) whether field surveys and feasibility studies are carried out while allocating work under the aforementioned schemes to ensure that the quantum of work allocated remains in coherence with demand and if so, the details thereof; and

(c) the details of measures taken for quality assurance and the various monitoring mechanisms in place to ensure optimisation of resources devolved

under the aforementioned schemes including the details of measures taken to strengthen such mechanisms?

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) Government of India has been supplementing the efforts of the States to help them achieve the objective of providing quality and reliable supply of power to all households. As reported by the States/ UTs, all the inhabited un-electrified census villages in the country were electrified and a total of 18,374 villages were electrified under Deen Dayal Upadhyaya Gram Jyoti Yojana (DDUGJY). State-wise number of villages electrified under DDUGJY is given in the enclosed **Statement**. Under DDUGJY and, thereafter, during Pradhan Mantri Sahaj Bijli Har Ghar Yojana (SAUBHAGYA), as reported by States/UTs, electrification of all willing households was completed. A total of 2.86 crore households were electrified during SAUBHAGYA period. Both the schemes stand closed as on 31.03.2022.

(b) The scheme guidelines envisaged that as per broad scope of work, distribution utilities would formulate Detailed Project Reports (DPRs) based on field surveys. Accordingly, distribution utilities prepared the DPRs which were recommended by the State Level Standing Committee (SLSC) chaired by the Chief Secretary of the respective States.

(c) The respective distribution utilities being the Project Implementing Agencies (PIAs), were primarily responsible and accountable for assuring

quality in the scheme works. The guidelines of both the schemes (DDUGJY and SAUBHAGYA) include multiple provisions for quality assurance (QA) to be followed by the PIA such as preparation of QA plan, standards for materials and field installation works, pre-dispatch inspections etc. In addition to the in-house quality checks by distribution utilities, the scheme also had provision of Third-Party Quality Monitoring at the level of nodal agency (REC Quality Monitors (RQM)) to oversee the quality assurance compliance on random sample basis.

Further, for rectification of defects reported by RQM agencies, the PIAs were pursued by the nodal agency for submission of compliance reports.

STATEMENT

State-wise number of villages electrified under DDUGJY

Sl. No.	Name of the States	Number of villages
1	Arunachal Pradesh	1,483
2	Assam	2,732
3	Bihar	2,906
4	Chhattisgarh	1,078
5	Himachal Pradesh	28
6	J & K	129
7	Jharkhand	2,583
8	Karnataka	39
9	Madhya Pradesh	422
10	Maharashtra	80
11	Manipur	366
12	Meghalaya	1,051

13	Mizoram	54
14	Nagaland	78
15	Odisha	3,281
16	Rajasthan	427
17	Tripura	26
18	Uttar Pradesh	1,498
19	Uttarakhand	91
20	West Bengal	22
	Total	**18,374**

SUPPORT FOR SEABUCKTHORN AND APRICOT-BASED ENTREPRENEURSHIP IN LADAKH

839. SHRI MOHMAD HANEEFA:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether the Government has assessed the potential of seabuckthorn and apricot-based value addition in the UT of Ladakh, particularly in acetic juice processing and CO_2-based critical oil extraction for nutraceutical and cosmetic applications and if so, the details thereof;

(b) whether the Government proposes to provide capital subsidy, credit-linked financial assistance and other incentives under Micro, Small and Medium Enterprises (MSMEs) schemes to encourage entrepreneurs to establish such units in Ladakh and if so, the details thereof;

(c) whether any technical support, skill development, incubation and common processing facilities are proposed for MSMEs in this sector and if so, the details thereof; and

(d) the steps being taken to promote exports and develop Ladakh as a hub for high-value seabuckthorn and apricot-based products?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a)Government of India, through the Pradhan Mantri Formalisation of Micro Food Processing Enterprises (PMFME) Scheme**,** being implemented by the Ministry of Food Processing Industries, has identified Seabuckthorn as the One District One Product (ODOP) for Kargil district and Apricot as the ODOP for Leh district in the Union Territory of Ladakh. The Scheme supports establishment and upgradation of micro food processing enterprises engaged in processing and value addition of these products, including production of juices, nutraceuticals and other value-added products, subject to the Scheme guidelines.

(b) Under the PMFME Scheme, Support to upgrade existing units or setting up of new micro units is provided through a credit linked grant @ 35% with maximum grant of Rs.10 lakh, across the country including Ladakh. The Scheme also provides support to food processing units of SHGs/ FPOs/ Cooperatives for credit-linked subsidy @ 35%, Seed Capital to Self Help Groups (SHGs), Incubation Centre, Common Infrastructure, Branding &

Marketing and Capacity Building. The details of financial assistance eligible for micro food processing enterprises under the Scheme are given in the enclosed **Statement**. Under the scheme, loans for 104 micro food processing enterprises have been sanctioned under credit linked subsidy, in the UT of Ladakh. Out of this, loans for 31 seabuckthorn processing enterprises and 44 apricot processing enterprises have been sanctioned, as on 31st June 2026.

Prime Minister's Employment Generation Programme (PMEGP) is a credit linked subsidy scheme being administered by the Ministry of MSME and implemented by the Khadi and Village Industries Commission (KVIC) to assist individual micro entrepreneurs in setting up of new micro enterprises in the non-farm sector, by providing financial assistance in the form of Margin Money(MM) subsidy on bank sanctioned loans for generation of sustainable employment opportunities. PMEGP assist general category beneficiaries with MM subsidy of 25% and project cost in rural areas and 15% in urban areas. For beneficiaries belonging to Special Categories i.e. SC, ST, OBC, Minority, Women, Ex-servicemen, Physically Handicapped, Transgenders, beneficiaries belonging to NER, Hill and border areas and Aspirational district, the MM subsidy is 35% in rural areas and 25% in urban areas. 16 numbers of micro enterprises have been assisted so far under PMEGP in the Ladakh region related to agro based food processing units of Seabuckthorn and apricot based.

Apart from this, the Mahatma Gandhi Institute for Rural Industrialization (MGIRI), an institute under the Ministry of Micro, Small and Medium

Enterprises (MSME), is providing technical support for the drying of Apricot and Seabuckthorn, designing essential oil extraction systems, and skill development activities, including training in lavender oil extraction.

(c) Under the Incubation Centre component of PMFME Scheme, support is provided to micro-entrepreneurs, Self Help Groups (SHGs) and Farmer Producer Organizations (FPOs) with access to food processing infrastructure without capital investment. Each centre has 3–5 processing lines for ODOP and allied products and operates on a custom hiring basis. Under the Scheme, 2 proposals have been approved for establishment of Incubation Centres, with Sea Buckthorn Processing at Leh and Apricot Processing at Kargil.

Further, the scheme provides support for creation of Common Infrastructure @ 35% of eligible project cost with maximum limit of Rs. 3 Crore to FPOs/ SHGs and its Federations/ Cooperatives/ Government Agencies to establish food processing line along with common infrastructure/ value chain/ incubation centre. These facilities offer high-end processing, testing, storage, packaging and training infrastructure for demonstration, as well as access to technical assistance, product development and quality testing. In addition to this, scheme provides capacity building through Entrepreneurship Development Program (EDP) and product specific training to strengthen the managerial, technical and business capabilities of entrepreneurs.

(d)Government of India promotes exports and market development of seabuckthorn and apricot-based products from Ladakh through the Branding & Marketing component of the PMFME Scheme. Support is provided upto 50%

of the eligible project cost to groups of FPOs, cooperatives, SHGs and State or regional SPVs of micro food processing enterprises to develop a common umbrella brand at the State or regional level. The component provides support in areas such as packaging & branding, quality control, standardization, and food safety adherence for consumer retail sales. Government of India also facilitates participation of beneficiaries in buyer-seller meets, trade fairs, exhibitions, and World Food India, enabling market linkages with domestic and international buyers. These initiatives are intended to enhance the marketability and export potential of high-value food products from Ladakh.

STATEMENT

The details of financial assistance offered to the enterprises under Pradhan Mantri Formalisation of Micro Food Processing Enterprises (PMFME) Scheme are as under:

(i) Support to Individual / Group Category Micro Enterprises: Credit-linked capital subsidy @35% of the eligible project cost, maximum ceiling Rs.10 lakh per unit;

(ii) Support to SHGs for seed capital: Seed capital @ Rs. 40,000/- per member of SHG engaged in food processing for working capital and purchase of small tools subject to maximum of Rs. 4 lakh per SHG Federation.

(iii) Support for Common Infrastructure: Credit linked capital subsidy @35% of the eligible project cost subject to maximum of Rs. 3 crore to

support FPOs, SHGs, Cooperatives and any Government agency for setting up of common infrastructure. The common infrastructure will also be available for other units and public to utilize on hiring basis for substantial part of the capacity.

(iv) Branding and Marketing Support: Grant upto 50% for Branding and Marketing to groups of FPOs/ SHGs/ Cooperatives or an SPV of micro food processing enterprises.

(v) Capacity Building: The scheme envisages training for Entrepreneurship Development Skilling (EDP) program modified to meet the requirement of food processing industry.

CARBON CAPTURE, UTILISATION AND STORAGE INITIATIVES

840. SHRIMATI MAHIMA KUMARI MEWAR:

SHRI RAMESH AWASTHI:

SHRI MUKESHKUMAR CHANDRAKAANT DALAL:

SHRI JANARDAN MISHRA:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the details of progress made so far in the implementation of initiatives related to Carbon Capture, Utilisation and Storage (CCUS) in the petroleum and natural gas sector;

(b) the details of the refineries and upstream projects identified for the implementation of pilot projects;

(c) the details of incentives and regulatory framework proposed by the Government to encourage private investment in CCUS technologies; and

(d) the quantum of contribution expected from CCUS in meeting India's climate commitments?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (d) The Ministry of Power is the nodal Ministry for the Carbon Capture, Utilisation and Storage (CCUS) programme. Various Public Sector Undertakings (PSUs) in the oil and gas sector are undertaking pilot projects and techno-economic feasibility studies for the deployment of CCUS technologies across the States of Assam, Gujarat, Haryana, Odisha, Maharashtra, Andhra Pradesh and Tamil Nadu. These projects cover diverse applications, including Enhanced Oil Recovery (EOR), production of chemicals, dry ice for the beverage industry etc. As part of these initiatives, Bharat Petroleum Corporation Limited (BPCL) is establishing a CO_2 capture demonstration unit at the Bina Refinery. Further, the 72 tonnes per day (TPD) CO_2 capture demonstration plant at HPCL's Visakh Refinery has achieved mechanical completion. The captured CO_2 is proposed to be utilized for the production of beverages.

In line with the CCUS Roadmap launched in December 2025, an outlay of INR 20,000 crore has been proposed over a period of five years in the Union Budget 2026–27 for the development and deployment of CCUS technologies.

IMPLEMENTATION OF JAL JEEVAN MISSION 2.0 IN ANDHRA PRADESH

841. SHRI LAVU SRI KRISHNA DEVARAYALU:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the status of implementation of Jal Jeevan Mission (JJM) 2.0 including the number of rural households provided with Functional Household Tap Connections (FHTCs), households yet to be covered along with the funds sanctioned, released and utilised, State-wise;

(b) the status of implementation of JJM 2.0 in Andhra Pradesh, district-wise, particularly in Palnadu district including the number of households covered and the balance households yet to be connected;

(c) the details of infrastructure gaps identified in Andhra Pradesh under JJM 2.0 and the action plan to address them;

(d) whether any timelines have been fixed for achieving universal household tap water coverage in Andhra Pradesh and if so, the details thereof; and

(e) the steps taken by the Union Government to monitor implementation and ensure timely utilisation of funds in the said State?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) to (e) Since August 2019, Government of India, in partnership with States, is implementing Jal Jeevan Mission (JJM)-Har Ghar Jal to enable every rural household including Andhra Pradesh, in the country to have assured potable water through tap connection. The Union Cabinet has approved extension of

the Jal Jeevan Mission, with an enhanced outlay and a restructured reforms in the rural drinking water supply sector under JJM 2.0.

Drinking water is a State subject, and hence, the responsibility of planning, approval, implementation, operation, and maintenance of drinking water supply schemes, including those under the Jal Jeevan Mission, lies with the respective State/UT Governments. The Government of India supports the States by providing technical and financial assistance only.

At the start of the Mission in 2019, only 3.24 crore (16.72%) rural households were reported to have tap water connection in the country. As on 20.07.2026, out of 19.36 crore rural households, around 15.89 crore (82.10%) rural households have been provided tap water connection. The State-wise details of Household tap water connections (as on 20.07.2026) and financial details (as on 15.07.2026) are given in the enclosed **Statement-I** and **II** respectively.

In Andhra Pradesh, only 30.74 lakh (32.18%) rural households were reported to have tap water connection in 2019. As on 20.07.2026, out of 95.53 lakh rural households, around 72.11 lakh (75.48%) rural households have been provided tap water connection. The details of the status of implementation of JJM 2.0 in Andhra Pradesh, district wise (including Palnadu) is given in the enclosed **Statement-III**.

As informed by State of Andhra Pradesh, the State has planned for saturation till June 2028 by completing all SVS by March 2027, MVS by March 2028, BWS by June 2028 and retrofitting by March 2027. The Government of

India has Implemented the Comprehensive Implementation and Reform Plan (CIRP) for ensuring the comprehensive planning and implementation of JJM in the State.

The Scheme Implementation under JJM 2.0 is being implemented through CIRP and the source to tap hydraulic linkages is confirmed by creation of Sujal Gaon Id to ensure functionality of schemes throughout the lifecycle, as on 21.07.2026 the State has created 18,018 Sujal Gaon Ids.

The monitoring of schemes under Jal Jeevan Mission (JJM) 2.0 is being carried out through the Project Monitoring Module (PMM) of the Sujalam Bharat App to enable monitoring, verification, and timely completion of works.

STATEMENT-I

Coverage of Household Tap connections (As on 20.07.2026)

S.No.	State	Total Rural Household	Total Household having tap water connections	Households yet to receive tap water connections
1	A & N Islands	62,037	62,037	0
2	Andhra Pradesh	95,53,387	72,10,929	23,42,458
3	Arunachal Pradesh	2,28,566	2,28,566	0
4	Assam	72,24,239	59,13,340	13,10,899
5	Bihar	1,67,55,313	1,60,36,463	7,18,850
6	Chhattisgarh	49,95,284	41,76,365	8,18,919
7	D& N H and D & D	85,156	85,156	0
8	Goa	2,63,922	2,63,922	0

9	Gujarat	91,18,539	91,18,415	124
10	Haryana	30,41,314	30,41,314	0
11	Himachal Pradesh	17,08,727	17,08,727	0
12	Jammu & Kashmir	19,24,945	15,64,303	3,60,642
13	Jharkhand	62,52,346	34,67,773	27,84,573
14	Karnataka	1,01,24,036	89,50,976	11,73,060
15	Kerala	70,75,873	39,01,882	31,73,991
16	Ladakh	40,534	39,835	699
17	Lakshadweep	13,370	12,227	1,143
18	Madhya Pradesh	1,11,13,247	83,27,807	27,85,440
19	Maharashtra	1,46,77,233	1,32,91,834	13,85,399
20	Manipur	4,51,619	3,59,606	92,013
21	Meghalaya	6,50,854	5,47,121	1,03,733
22	Mizoram	1,33,060	1,33,060	0
23	Nagaland	3,63,829	3,48,152	15,677
24	Odisha	88,62,746	68,67,212	19,95,534
25	Puducherry	1,14,969	1,14,969	0
26	Punjab	34,26,808	34,26,808	0
27	Rajasthan	1,07,65,536	63,63,513	44,02,023
28	Sikkim	1,32,790	1,22,292	10,498
29	Tamil Nadu	1,25,25,729	1,12,66,551	12,59,178
30	Telangana	53,98,219	53,98,219	0
31	Tripura	7,50,849	6,48,887	1,01,962
32	Uttar Pradesh	2,67,20,015	2,45,15,340	22,04,675
33	Uttarakhand	1447959	1419863	28,096
34	West Bengal	17550639	9976166	75,74,473
Total		**19,35,53,689**	**15,89,09,630**	**3,46,44,059**

Source- JJM-IMIS

STATEMENT-II

State-wise details of the funds sanctioned, released and utilised

JJM: Financial Progress 2019-20

Rs. in Crore

S. No.	State/ UT	Central share					State Expenditure
		Opening Balance	Fund allocated	Fund drawn	Available fund	Reported utilization	
1	A&N Islands	-	1.78	0.50	0.50	NR	-
2	Andhra Pr.	25.74	372.64	372.64	398.38	121.62	60.59
3	Arunachal Pr.	6.22	132.55	177.47	183.69	127.68	13.05
4	Assam	359.35	694.95	442.36	811.32	358.87	29.01
5	Bihar	313.16	787.31	417.35	730.51	473.33	150.34
6	Chhattisgarh	31.58	208.04	65.82	97.40	39.23	38.52
7	Goa	-	7.57	3.08	3.08	3.08	6.17
8	Gujarat	-	390.31	390.31	390.31	384.61	394.74
9	Haryana	10.13	149.95	149.95	160.08	69.29	73.80
10	Himachal Pr.	-	148.67	205.83	205.83	197.41	15.46
11	J & K	27.14	322.03	322.03	349.17	200.25	24.01
12	Jharkhand	75.79	267.69	291.19	382.97	114.89	120.78
13	Karnataka	26.61	546.06	546.06	572.67	491.01	298.70
14	Kerala	2.58	248.76	101.29	103.87	62.69	57.23
15	Ladakh	8.10	166.65	67.86	75.96	NR	0.61
16	Madhya Pr.	1.26	571.60	571.60	572.86	326.65	288.75
17	Maharashtra	248.12	847.97	345.28	593.40	308.04	431.79
18	Manipur	-	67.69	91.17	91.17	28.20	6.60
19	Meghalaya	0.80	86.02	43.01	43.81	26.35	0.77
20	Mizoram	0.14	39.87	68.05	68.19	37.41	1.81
21	Nagaland	-	56.49	56.49	58.44	23.54	4.67
22	Odisha	0.78	364.74	364.74	365.52	260.46	241.12
23	Puducherry	1.27	2.50	ND	1.27	0.97	NR
24	Punjab	102.91	227.46	227.46	330.37	73.27	78.20
25	Rajasthan	313.67	1,301.71	1,301.71	1,615.38	620.31	702.35
26	Sikkim	0.84	15.41	26.15	27.02	14.71	1.48

27	Tamil Nadu	1.49	373.87	373.10	378.67	114.58	99.14
28	Telangana	4.48	259.14	105.52	119.43	88.33	72.89
29	Tripura	48.94	107.64	145.37	195.90	59.45	6.48
30	Uttar Pr.	58.33	1,206.28	1,513.14	1,571.47	638.22	379.17
31	Uttarakhand	6.12	170.53	170.53	176.65	110.04	23.02
32	West Bengal	760.82	995.33	994.75	1,755.57	609.00	469.54
Total		**2,436.37**	**11,139.21**	**9,951.81**	**12,430.86**	**5,983.49**	**4,090.79**

DNH & DD and Lakshadweep does not avail fund **ND:** Not Drawn **NR:** Not Reported

Source: JJM-IMIS

JJM: Financial Progress 2020-21

Rs. in Crore

S. No.	State/ UT	Central share					State Expenditure
		Opening Balance	Fund allocated	Fund drawn	Available fund	Reported utilization	
1	A&N Islands	0.50	2.93	1.46	1.96	1.45	-
2	Andhra Pr.	276.76	790.48	297.62	574.38	419.30	181.31
3	Arunachal Pr.	56.02	254.85	344.85	400.87	392.43	47.15
4	Assam	452.45	1,608.51	551.77	1,004.22	880.44	91.08
5	Bihar	257.18	1,839.16	353.60	610.78	551.82	374.42
6	Chhattisgarh	58.17	445.52	334.14	392.31	223.77	221.04
7	Goa	-	12.41	6.20	6.20	2.99	13.49
8	Gujarat	5.70	883.08	983.08	988.78	838.50	883.43
9	Haryana	90.80	289.52	72.38	163.18	130.67	120.09
10	Himachal Pr.	8.42	326.20	547.48	555.90	329.01	42.25
11	J & K	148.92	681.77	53.72	202.64	88.69	5.17
12	Jharkhand	268.08	572.24	143.06	411.14	286.62	177.73
13	Karnataka	81.65	1,189.40	446.36	528.01	349.62	428.26
14	Kerala	41.18	404.24	303.18	344.36	304.29	311.25
15	Ladakh	75.96	352.09	ND	75.96	9.43	NR
16	Madhya Pr.	246.21	1,280.13	960.09	1,206.30	1,014.70	876.84
17	Maharashtra	285.35	1,828.92	457.23	742.58	473.59	324.56
18	Manipur	62.96	131.80	141.80	204.76	189.14	18.52

19	Meghalaya	17.46	174.92	184.92	202.48	188.30	20.44
20	Mizoram	30.77	79.30	104.30	135.07	107.90	10.13
21	Nagaland	34.90	114.09	85.57	120.47	91.95	10.00
22	Odisha	105.07	812.15	609.11	714.18	686.41	671.98
23	Puducherry	0.30	4.64	1.06	1.38	0.20	1.00
24	Punjab	257.10	362.79	ND	257.10	146.74	152.77
25	Rajasthan	995.07	2,522.03	630.51	1,625.58	762.04	815.90
26	Sikkim	12.30	31.36	39.36	51.66	43.43	3.75
27	Tamil Nadu	264.09	921.99	690.36	954.45	576.87	399.57
28	Telangana	31.10	412.19	82.71	116.32	61.17	133.98
29	Tripura	136.46	156.61	117.46	256.52	195.00	22.26
30	Uttar Pr.	933.25	2,570.94	1,295.47	2,228.72	1,774.65	885.89
31	Uttarakhand	66.60	362.58	271.93	338.53	227.32	20.02
32	West Bengal	1,146.58	1,614.18	807.08	1,953.66	1,196.07	641.17
Total		**6,447.36**	**23,033.02**	**10,917.86**	**17,370.45**	**12,544.51**	**7,905.45**

DNH & DD and Lakshadweep does not avail fund **ND:** Not Drawn **NR:** Not Reported

Source: JJM-IMIS

JJM: Financial Progress 2021-22

Rs. in Crore

S. No.	State/ UT	Central share					State Expenditure
		Opening Balance	Fund allocated	Fund drawn	Available fund	Reported utilization	
1	A&N Islands	0.52	8.26	2.06	2.58	1.95	-
2	Andhra Pr.	155.09	3,182.88	791.06	946.15	234.02	233.84
3	Arunachal Pr.	8.43	1,013.53	1,555.53	1,563.96	1,113.37	117.99
4	Assam	123.78	5,601.16	4,200.87	4,324.65	2,505.42	312.89
5	Bihar	58.95	6,608.25	ND	58.95	4.00	336.79
6	Chhattisgarh	168.54	1,908.96	477.24	645.78	498.69	488.63
7	Goa	3.21	45.53	22.77	25.98	14.03	17.98
8	Gujarat	150.28	3,410.61	2,557.96	2,708.24	2,124.85	2,226.25

9	Haryana	32.51	1,119.95	559.98	592.49	433.78	430.31
10	Himachal Pr.	226.89	1,262.78	2,012.78	2,239.67	1,420.78	149.71
11	J & K	113.96	2,747.17	604.18	718.14	112.43	8.31
12	Jharkhand	124.51	2,479.88	512.22	636.73	437.21	510.99
13	Karnataka	178.39	5,008.80	2,504.40	2,682.79	1,418.68	1,567.62
14	Kerala	40.07	1,804.59	1,353.44	1,393.51	957.44	1,059.57
15	Ladakh	66.52	1,429.96	340.68	407.20	144.96	NR
16	Madhya Pr.	191.61	5,116.79	3,837.59	4,029.20	2,262.78	2,479.33
17	Maharashtra	268.99	7,064.41	1,666.64	1,935.63	377.98	477.98
18	Manipur	15.62	481.19	601.19	616.81	474.78	52.80
19	Meghalaya	14.18	678.39	1,078.39	1,092.57	672.05	76.55
20	Mizoram	27.17	303.89	303.89	331.06	250.98	32.31
21	Nagaland	28.52	444.81	333.61	362.13	345.14	27.88
22	Odisha	27.77	3,323.42	2,492.56	2,520.33	1,305.79	1,288.36
23	Puducherry	1.18	30.22	7.47	8.66	2.32	0.10
24	Punjab	110.36	1,656.39	402.24	512.60	247.83	265.70
25	Rajasthan	863.53	10,180.50	2,345.08	3,208.61	1,919.83	1,693.61
26	Sikkim	8.23	124.79	194.79	203.02	90.12	11.57
27	Tamil Nadu	377.58	3,691.21	614.35	991.93	457.63	496.16
28	Telangana	55.15	1,653.09	ND	55.15	17.70	68.88
29	Tripura	61.51	614.09	714.09	775.60	599.82	65.13
30	Uttar Pr.	454.07	10,870.50	5,435.25	5,889.32	2,728.48	2,935.18
31	Uttarakhand	111.22	1,443.80	1,082.85	1,194.07	603.31	67.99
32	West Bengal	757.58	6,998.97	1,404.61	2,162.19	1,547.52	725.77
Total		**4,825.92**	**92,308.77**	**40,009.77**	**44,835.70**	**25,325.67**	**18,226.18**

DNH & DD and Lakshadweep does not avail fund **ND:** Not Drawn **NR:** Not Reported

Source: JJM-IMIS

JJM: Financial Progress 2022-23

Rs. in Crore

S. No.	State/ UT	Central share					State Expenditure
		Opening Balance	Fund allocated	Fund drawn	Available fund	Reported utilization	
1	A&N Islands	0.63	9.15	2.16	2.79	0.60	-
2	Andhra Pr.	712.13	3,458.20	ND	712.13	304.71	98.38
3	Arunachal Pr.	450.59	1,116.35	1,116.35	1,566.94	1,256.17	181.27
4	Assam	1,819.22	6,117.61	4,588.21	6,407.43	3,959.95	442.75
5	Bihar	54.95	4,766.90	ND	54.95	NR	66.19
6	Chhattisgarh	147.09	2,223.98	2,223.98	2,371.07	2,096.70	2,079.12
7	Goa	11.95	49.98	ND	11.95	11.04	20.14
8	Gujarat	583.39	3,590.16	3,590.16	4,173.55	3,084.89	3,272.38
9	Haryana	158.71	1,157.44	463.00	621.71	519.77	447.46
10	Himachal Pr.	818.89	1,344.94	1,344.94	2,163.83	1,615.65	182.41
11	J & K	605.71	3,039.11	1,439.50	2,045.21	1,141.38	153.69
12	Jharkhand	199.52	2,825.52	2,119.14	2,318.66	1,789.85	1,593.00
13	Karnataka	1,264.11	5,451.85	2,725.93	3,990.04	2,807.73	3,240.51
14	Kerala	436.08	2,206.54	2,206.54	2,642.62	1,741.93	1,741.68
15	Ladakh	262.25	1,555.77	382.76	645.01	364.34	-
16	Lakshadweep	-	36.99	9.25	9.25	NR	-
17	Madhya Pr.	1,766.42	5,641.02	2,820.51	4,586.93	3,526.87	3,516.37
18	Maharashtra	1,557.65	7,831.25	3,915.62	5,473.27	3,109.53	2,972.21
19	Manipur	142.03	512.05	256.03	398.06	233.64	26.03
20	Meghalaya	420.52	747.76	1,047.00	1,467.52	1,098.48	122.85
21	Mizoram	80.08	333.91	448.58	528.66	407.40	45.74
22	Nagaland	17.00	484.28	484.28	501.28	481.71	52.71
23	Odisha	1,214.54	3,608.62	1,768.73	2,983.27	2,166.00	2,149.50
24	Puducherry	6.34	17.83	ND	6.34	0.94	0.22
25	Punjab	264.78	2,403.46	ND	264.78	264.80	210.69
26	Rajasthan	1,288.79	13,328.60	6,081.80	7,370.59	3,937.70	4,123.31

27	Sikkim	112.90	136.17	188.92	301.82	222.53	20.63
28	Tamil Nadu	534.30	4,015.00	872.96	1,407.26	593.71	664.36
29	Telangana	37.44	1,657.56	ND	37.44	11.39	13.52
30	Tripura	175.78	666.97	849.91	1,025.69	798.67	82.64
31	Uttar Pr.	3,160.84	12,662.05	9,496.54	12,657.38	9,650.07	9,259.84
32	Uttarakhand	590.75	1,612.50	1,209.38	1,800.13	1,515.93	163.93
33	West Bengal	614.67	6,180.25	3,090.12	3,704.79	1,953.73	3,204.21
Total		**19,510.05**	**100,789.77**	**54,742.30**	**74,252.35**	**50,667.81**	**40,147.74**

DNH & DD does not avail fund **ND:** Not Drawn **NR:** Not Reported **Source:** JJM-IMIS

JJM: Financial Progress 2023-24

Rs. in Crore

S. No.	State/ UT	Central share					State Expenditure
		Opening Balance	Fund allocated	Fund drawn	Available fund	Reported utilization	
1	A&N Islands	2.20	7.52	3.76	5.96	4.67	-
2	Andhra Pr.	407.42	6,530.49	793.57	1,200.99	861.11	939.08
3	Arunachal Pr.	310.77	1,057.11	771.21	1,081.98	1,056.97	137.98
4	Assam	2,447.48	10,351.68	6,204.00	8,651.48	7,870.90	866.11
5	Bihar	54.95	-	ND	54.95	NR	NR
6	Chhattisgarh	274.38	4,485.60	2,885.56	3,159.94	2,638.91	2,627.12
7	Goa	0.92	11.25	11.25	12.17	11.76	11.25
8	Gujarat	1,088.66	2,982.85	2,237.14	3,325.80	2,377.83	2,676.40
9	Haryana	101.93	1,053.44	526.72	628.65	589.79	687.56
10	Himachal Pr.	548.18	379.67	402.34	950.52	859.96	98.38
11	J & K	903.84	9,611.31	3,267.12	4,170.96	3,510.26	364.69
12	Jharkhand	528.81	4,722.76	2,875.35	3,404.16	3,140.70	3,291.53
13	Karnataka	1,182.31	12,623.37	4,966.62	6,148.93	5,266.74	6,106.10
14	Kerala	900.69	1,342.36	671.18	1,571.87	1,465.41	1,448.53
15	Ladakh	280.66	477.11	131.07	411.73	346.73	-

16	Lakshadweep	9.25	39.63	19.82	29.07	NR	-
17	Madhya Pr.	1,060.06	10,297.86	5,419.90	6,479.96	6,388.57	6,390.54
18	Maharashtra	2,363.74	21,465.88	7,444.26	9,808.00	8,208.53	8,371.34
19	Manipur	164.42	110.54	ND	164.42	119.49	18.75
20	Meghalaya	369.04	3,567.25	1,500.00	1,869.04	1,573.51	171.74
21	Mizoram	121.27	425.46	303.10	424.37	416.52	43.77
22	Nagaland	19.57	366.86	314.90	334.47	294.71	44.02
23	Odisha	817.27	2,108.54	2,108.54	2,925.81	2,441.58	2,428.36
24	Puducherry	5.40	15.39	1.00	6.40	6.39	0.62
25	Punjab	-	479.02	119.76	119.76	103.79	166.43
26	Rajasthan	3,432.89	3,019.94	250.00	3,682.89	2,898.54	3,904.64
27	Sikkim	79.29	634.55	251.61	330.90	318.98	29.67
28	Tamil Nadu	813.55	3,615.56	2,617.10	3,430.65	2,617.49	2,612.30
29	Telangana	26.06	-	ND	26.06	NR	NR
30	Tripura	227.01	1,773.40	744.18	971.19	860.09	105.25
31	Uttar Pr.	3,007.30	20,884.45	16,947.00	19,954.30	19,102.47	20,285.30
32	Uttarakhand	284.20	4,689.69	1,890.66	2,174.86	1,942.71	236.81
33	West Bengal	1,751.06	3,806.29	4,206.29	5,957.35	5,004.16	5,155.11
Total		**23,584.58**	**1,32,936.83**	**69,885.01**	**93,469.59**	**82,299.27**	**69,219.38**

DNH & DD does not avail fund **ND:** Not Drawn **NR:** Not Reported **Source:** JJM-IMIS

JJM: Financial Progress 2024-25

Rs. in Crore

S. No.	State/ UT	Central share					State Expenditure
		Opening Balance	Fund allocated*	Fund Released*	Available fund	Reported utilization	
1	A&N Islands	1.28	2.98	0.45	1.73	0.61	-
2	Andhra Pr.	339.88	2,520.97	70.00	409.88	375.65	597.87
3	Arunachal Pr.	25.02	217.82	108.91	133.93	84.14	4.85

4	Assam	780.58	5,198.78	2,159.63	2,940.21	2,829.16	315.70
5	Bihar	54.95	-	-	54.95	NR	NR
6	Chhattisgarh	521.03	1,277.27	191.59	712.62	489.82	3,008.22
7	Goa	0.40	4.32	0.65	1.05	1.05	6.89
8	Gujarat	947.97	2,420.14	59.00	1,006.97	818.84	2,697.35
9	Haryana	38.86	462.03	-	38.86	23.68	264.80
10	Himachal Pr.	90.56	916.53	137.48	228.04	189.20	19.67
11	J & K	660.69	2,112.86	693.86	1,354.55	1,341.93	135.53
12	Jharkhand	263.46	2,114.22	70.00	333.46	203.56	1,097.60
13	Karnataka	882.20	3,804.41	570.66	1,452.86	764.14	10,078.54
14	Kerala	106.45	1,949.36	974.68	1,081.13	1,081.13	1,403.70
15	Ladakh	65.00	624.78	187.43	252.43	181.04	-
16	Lakshadweep	29.06	0.75	0.56	29.62	3.17	-
17	Madhya Pr.	91.39	4,044.70	2,622.35	2,713.74	2,683.52	10,190.95
18	Maharashtra	1,599.47	5,352.93	1,605.88	3,205.35	2,235.12	3,150.59
19	Manipur	44.93	-	-	44.93	33.57	1.33
20	Meghalaya	295.54	653.60	405.65	701.19	672.62	81.03
21	Mizoram	7.85	45.09	13.52	21.37	18.95	9.62
22	Nagaland	39.75	39.75	19.87	59.62	59.45	6.61
23	Odisha	484.23	2,455.94	368.39	852.62	752.12	2,835.90
24	Puducherry	0.01	12.58	3.77	3.78	3.50	1.84

25	Punjab	15.97	644.54	50.00	65.97	59.16	242.77
26	Rajasthan	784.35	11,061.46	1,659.22	2,443.57	2,212.99	3,171.90
27	Sikkim	11.92	124.50	62.25	74.17	72.94	16.44
28	Tamil Nadu	813.15	2,438.89	731.67	1,544.82	1,333.23	3,343.47
29	Telangana	26.06	-	-	26.06	NR	NR
30	Tripura	111.10	736.75	368.38	479.48	477.98	65.86
31	Uttar Pr.	851.83	12,621.95	6,310.98	7,162.81	7,162.80	12,423.82
32	Uttarakhand	232.15	1,016.80	568.40	800.55	671.59	90.88
33	West Bengal	953.19	5,049.98	2,524.99	3,478.18	3,003.06	4,905.55
Total		**11,170.28**	**69,926.68**	**22,540.22**	**33,710.50**	**29,839.72**	**60,169.28**

DNH & DD does not avail fund **ND:** Not Drawn **NR:** Not Reported **Source:** JJM-IMIS *Restricted to approved central outlay

JJM: Financial Progress 2025-26

Rs. in Crore

S. No.	State/ UT	Central share					State Expenditure
		Opening Balance	Fund allocated*	Fund Released*	Available fund	Reported utilization	
1	A&N Islands	1.12	-	-	1.12	-	-
2	Andhra Pr.	34.24	3.26	-	34.24	0.01	946.76
3	Arunachal Pr.	49.78	-	-	49.78	-	-
4	Assam	111.06	0.05	-	111.06	49.22	5.48
5	Bihar	54.95	0.42	-	54.95	-	-
6	Chhattisgarh	222.79	732.74	536.53	759.32	40.82	998.16
7	Goa	-	-	-	-	-	-
8	Gujarat	188.14	1.25	-	188.14	60.35	1,402.36

9	Haryana	15.17	16.82	-	15.17	-	-
10	Himachal Pr.	38.84	-	-	38.84	1.54	8.39
11	J & K	12.62	0.02	-	12.62	1.81	10.50
12	Jharkhand	129.90	59.02	-	129.90	53.79	822.51
13	Karnataka	688.71	677.57	-	688.71	-	5,083.72
14	Kerala	-	24.87	-	-	-	2,949.04
15	Ladakh	71.39	-	-	71.39	2.92	-
16	Lakshadweep	26.46	-	-	26.46	-	-
17	Madhya Pr.	30.22	154.02	154.02	184.24	-	9,738.27
18	Maharashtra	970.22	436.71	12.74	982.96	3.00	2,647.96
19	Manipur	11.36	-	-	11.36	-	-
20	Meghalaya	28.56	1.52	-	28.56	8.14	11.00
21	Mizoram	2.42	1.96	-	2.42	-	-
22	Nagaland	0.17	-	-	0.17	-	-
23	Odisha	100.50	71.72	65.31	165.81	-	2,642.54
24	Puducherry	0.29	-	-	0.29	0.16	0.05
25	Punjab	6.80	7.9	-	6.80	-	80.31
26	Rajasthan	230.58	45.42	-	230.58	178.12	2,129.30
27	Sikkim	1.23	-	-	1.23	0.44	0.93
28	Tamil Nadu	211.59	59.87	-	211.59	-	983.10
29	Telangana	26.06	-	-	26.06	-	-
30	Tripura	1.49	11.74	-	1.49	1.49	11.26
31	Uttar Pr.	-	849.99	792.93	792.93	-	5,337.50
32	Uttarakhand	128.96	0.63	-	128.96	8.49	30.37
33	West Bengal	475.13	180.16	-	475.13	-	-
Total		**3,870.75**	**3,337.66**	**1,561.53**	**5,432.28**	**410.30**	**35,839.51**

* JJM 2.0 was approved on 10.03.2026; DNH & DD does not avail fund

Source: JJM-IMIS

JJM: Financial Progress 2026-27

(Amount in Rs. Crores)

S. No	State/ UT	Tentative Allocation	Mother Sanction/LoA issued	Expenditure incurred against mother sanction through SNA SPARSH	Amount Reimbursed on account of addl. Exp. Incurred by the State between two phases of JJM	Total Central Share Released/Central expenditure
(1)	(2)	(3)	(4)	(5)	(6)	(7) = (5) + (6)
1	A&N Islands*	1.75	-		-	0.16
2	Andhra Pr.	2,631.07	193.61	3.90	23.25	27.14
3	Arunachal Pr.	-	-	-	-	-
4	Assam	7,643.22	692.24	666.81	-	666.81
5	Bihar	33.64	-	-	-	-
6	Chhattisgarh	4,030.24	306.26	0.05	149.50	149.55
7	DNH & DD	-	-	-	-	-
8	Goa	4.5	-	-	-	-
9	Gujarat	1,736.02	0.83	0.00	-	-
10	Haryana	117.78	5.39	-	-	-
11	Himachal Pr.	258.07	8.85	1.44	-	1.44
12	J & K	1,429.69	116.06	-	-	-
13	Jharkhand	2,350.74	141.18	0.22	-	0.22
14	Karnataka	5,826.16	196.19	35.40	757.30	792.70
15	Kerala	2,118.81	163.38	-	-	-
16	Ladakh*	436.05	-		-	40.95
17	Lakshadweep*	233.49	-		-	22.63
18	Madhya Pr.	5,887.45	12.74	0.00	2.01	2.01
19	Maharashtra	6,200.70	510.98		125.63	125.63
20	Manipur	-	-	-	-	-
21	Meghalaya	-	-	-	-	-
22	Mizoram	-	-	-	-	-

23	Nagaland	119.87	11.28	-	-	-
24	Odisha	2,757.33	101.44	0.04	143.25	143.29
25	Puducherry	0.57	-	-	-	-
26	Punjab	196.46	6.34	0.01	-	0.01
27	Rajasthan	4,503.18	278.88	1.06	537.72	538.78
28	Sikkim	-	-	-	-	-
29	Tamil Nadu	2,177.27	12.99	0.01	75.21	75.22
30	Telangana	-	-	-	-	-
31	Tripura	115.99	8.29	3.22	-	3.22
32	Uttar Pradesh	13,425.64	812.42	0.04	869.63	869.67
33	Uttarakhand	352.38	29.18	0.00	-	0.00
34	West Bengal	2,775.43	211.67	22.46	-	22.46
Total		67,363.50	3,883.94	734.66	2,683.50	3,481.19

**Through LoA*

STATEMENT-III

Progress of Household Tap connections in Andhra Pradesh

S.No.	District	Total no. of rural households	Total no. of households having tap water connections (as on 20/07/2026)	Total no. of households yet to be provided tap water connection
1	Palnadu	434399	163169	271230
2	Bapatla	364788	156326	208462
3	Srikakulam	535764	238438	297326
4	Krishna	375691	223278	152413
5	Ntr	267874	163925	103949
6	Alluri Sitharama Raju	290912	180917	109995
7	Guntur	233883	158982	74901
8	Visakhapatnam	59338	41180	18158

9	Prakasam	476454	332359	144095
10	Kurnool	345790	242507	103283
11	Vizianagaram	444171	312735	131436
12	Anakapalli	417489	302975	114514
13	Parvathipuram Manyam	222495	165114	57381
15	Dr. B.R. Ambedkar Konaseema	402434	306188	96246
16	Nandyal	346130	265060	81070
18	Ananthapuramu	434468	362416	72052
19	West Godavari	369137	311454	57683
20	Sri Sathya Sai	365072	309588	55484
21	Kakinada	389205	336129	53076
22	Eluru	479752	418785	60967
23	Sri Potti Sriramulu Nellore	460415	402419	57996
24	East Godavari	356543	335830	20713
25	Chittoor	370234	370206	28
26	Annamayya	363710	363710	0
27	Tirupati	417349	417349	0
28	Y.S.R.	329890	329890	0
Total		**9553387**	**7210929**	**2342458**

IMPLEMENTATION OF PM VAN DHAN YOJANA

842. SHRIMATI DAGGUBATI PURANDESWARI:

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

(a) whether the Pradhan Mantri Van Dhan Yojana has systematically transformed the tribal economy by monetizing Minor Forest Produce (MFP) in the Rajahmundry Lok Sabha Constituency, if so, the details thereof;

(b) the total number of Van Dhan Vikas Kendras established and operated by local tribal women self-help groups in the said region during 2025-26;

(c) whether the provision of free modern processing toolkits has enabled artisans to add commercial value to products such as honey and tamarind, thereby increasing their incomes, if so, the details thereof;

(d) the details of the Minimum Support Price (MSP) interventions undertaken to protect tribal gatherers from financial exploitation by local middlemen; and

(e) the future steps planned to facilitate direct market linkages for processed forest products by onboarding local tribal cooperatives onto major national e-commerce platforms?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) and (b) The Ministry of Tribal Affairs provides financial support for establishment of Van Dhan Vikas Kendras (VDVKs) through Tribal Cooperative Marketing Development Federation of India Limited (TRIFED) under the Pradhan Mantri Janjatiya Vikas Mission (PMJVM) and Pradhan Mantri Janjati Adivasi Nyaya Maha AbhiyaN (PM-JANMAN). A total 114 VDVKs (110 under PMJVM and 4 under PM JANMAN) have been sanctioned in Rajahmundry Lok Sabha Constituency, covering parts of Eluru, East Godavari and Kakinada districts. These VDVKs have facilitated value addition

and marketing of Minor Forest Produce (MFP), thereby improving the incomes and livelihoods of tribal households. The 110 PMJVM VDVKs are operated through 120 tribal Self-Help Groups (SHGs) comprising about 3,600 members, predominantly women. Further, 4 PM JANMAN VDVKs involve 20 SHGs with 200 PVTG members. However, no new VDVKs were established in the region during 2025-26.

(c) Under the Van Dhan initiative, eligible VDVKs have been provided with modem processing toolkits and basic infrastructure for value addition or MFPs such as honey, tamarind, turmeric, and other forest produce. These facilities have improved product quality, enhanced price shelf life, and enabled production of marketable value-added products, resulting in better realization and increased income for tribal artisans and SHG members. These VDVKs have generated income of ₹508.80 lakh through sales for their tribal members in the State of Andhra Pradesh.

(d) Under the PMJVM scheme the Ministry of Tribal Affairs notifies Minimum Support Price (MSP) for 87 Minor Forest Produce (MFP) items, applicable across all states, including Andhra Pradesh. The State Implementing Agencies (SIAs) are provided with revolving funds for procurement of MFPs from ST MFP gatherers at the notified MSP in case the market price of MFPs falls below the notified MSP thereby providing a safety net for their efforts in MFP collection. Till date, the Ministry of Tribal Affair has released an amount of Rs 828.75 lakh to SIA-Girijan Cooperative Corporation, Vizag for procurement of MFPs covered under the scheme through which the SIA has procured MFPs of

the value of Rs 2,056.59 lakh from ST MFP gatherers in the state of Andhra Pradesh.

(e) The Government proposes to strengthen market access by expanding value addition and branding of Forest Produce through VDVKs, strengthening marketing support through TRIFED and State Implementing Agencies, establishing buyer-seller linkages, participation in exhibitions and onboarding VDVK products on **ONDC** and **TribesIndia.com** platforms.

NATIONAL HIGHWAY PROJECTS

843. SHRI K. RADHAKRISHNAN:
SHRI KARTI P. CHIDAMBARAM:
SHRI BENNY BEHANAN:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government is aware that several National Highway projects across the country, including stretches in Kerala, are facing prolonged delays, cost escalation, and severe inconvenience to commuters due to incomplete construction, poor maintenance and lack of adequate safety measures, if so, the details thereof;

(b) the details of National Highway projects that have missed their original completion deadlines during the last five years, State-wise along with the reasons for such delays;

(c) whether the Government has assessed the financial cost overrun, economic losses, traffic congestion and accidents caused by delayed highway projects and damaged road stretches, if so, the details thereof, project-wise;

(d) whether it is a fact that contractors are often granted repeated extensions despite poor performance, leading to additional burden on the public exchequer and if so, the details thereof;

(e) whether penalties have been imposed on concessionaires/ contractors for delayed execution and if so, the amount recovered so far; and

(f) the steps taken by the Government to ensure timely completion of highway projects, improve accountability of contractors, strengthen road safety standards and provide relief to affected commuters?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b) The State/UT-wise details of NH projects which were sanctioned / awarded during the last five financial years and have spilled beyond their original completion schedule, without attaining any of the various stages of project completion and excluding projects under consideration for termination/ foreclosure are given in the enclosed **Statement**.

The primary reasons for delay in NH projects are issues / bottlenecks relating to land acquisition, statutory clearances / permissions, utility shifting, encroachment removal, law & order issues, poor performance of Contractor / Concessionaire, and Force Majeure events such as Covid-19 pandemic etc.

(c) Cost overrun is not incurred in all delayed projects. If delay is not attributable to the Contractor, price escalation is paid as per contract conditions, which may or may not result in additional cost, depending upon final value of price escalation determined on actual completion of project. If delay is attributable to the Contractor, damages are imposed and there is no additional cost due to delay. However, during construction, traffic congestion is observed at some locations primarily at major junctions.

(d) The timeline for construction is specified in the project contracts, which is generally kept as 2 to 3 years from actual commencement of the project, but there are provisions in the contract to allow extension of timelines for completion of project.

These extensions are granted strictly in accordance with standard contract agreements, recognizing the delays due to factors which are beyond the control of Contractor / Concessionaire, such as issues relating to land acquisition, statutory clearances / permissions, utility shifting, encroachment removal, law & order issues and Force Majeure events such as Covid-19 pandemic, Change of Law, etc.

(e) Cumulative penalty of about Rs. 2,732 crore has been imposed upon the Contractors / Concessionaires for delay in execution, against which Rs. 780 crore has been recovered, over the last three financial year.

(f) In order to ensure timely completion of NH projects, the Government has undertaken various initiatives. These include streamlining and expediting land acquisition using “Bhoomirashi” portal and GIS-based Land Acquisition Plan,

revamping “Parivesh” Portal to facilitate faster forest and environmental clearances, enabling online approval of General Arrangement Drawings (GAD) of Road Over Bridge/Road Under Bridge (ROB/RUB) from the Railways, and leveraging the mechanism of review and resolution of bottlenecks / hindrances in ongoing projects, in active collaboration with the State Governments and other stakeholders. Railways has also launched a web portal for Railway related clearances with defined timelines for various approvals.

The Government has put in place a strong framework using multiple mechanisms for monitoring project progress and contractor inefficiencies. Regular review meetings are conducted at various levels with stakeholders to assess project progress, and critical projects, such as those delayed by more than three years or pending for award / appointment.

Further, many State Governments conduct coordination meetings led by the Chief Secretary to resolve issues affecting project execution. Projects where issues remain unresolved are escalated for further review through the Project Monitoring Group and “PRAGATI”.

STATEMENT

The State/UT-wise details of NH projects which were sanctioned / awarded during the last five financial years and have spilled beyond their original completion schedule, without attaining any of the various stages of project completion and excluding projects under consideration for termination/ foreclosure

Sr. No.	State/UT	No. of Projects spilled beyond original completion schedule
1	Andhra Pradesh	38
2	Arunachal Pradesh	3
3	Assam	25
4	Bihar	22
5	Chhattisgarh	12
6	Goa	6
7	Gujarat	13
8	Haryana	10
9	Himachal Pradesh	12
10	Jharkhand	15
11	Karnataka	37
12	Kerala	11
13	Madhya Pradesh	33
14	Maharashtra	51
15	Manipur	13
16	Meghalaya	3
17	Mizoram	2
18	Nagaland	14
19	Odisha	20
20	Punjab	20
21	Rajasthan	12

22	Sikkim	4
23	Tamil Nadu	18
24	Telangana	25
25	Tripura	4
26	Uttar Pradesh	39
27	Uttarakhand	27
28	West Bengal	13
29	Andaman & Nicobar Islands	3
30	Jammu & Kashmir	21
31	Ladakh	1

JAL SHAKTI PROJECTS IN TAMIL NADU

844. DR. GANAPATHY RAJKUMAR P.:

SHRI TAMILSELVAN THANGA:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the details of the total number of irrigation and drinking-water projects anticipated from ongoing Jal Shakti projects in southern Tamil Nadu including Theni district;

(b) whether the Government has ever examined proposals for strengthening water-storage infrastructure in the Vaigai River Basin and if so, the details thereof;

(c) whether the Government is extending any technical and financial support for modernization of canal networks and water-distribution systems serving farmers in Tamil Nadu including Theni district, if so, the details thereof and if not, the reasons therefor; and

(d) whether the Government has taken any measures to improve water-use efficiency and micro-irrigation coverage in Theni and neighbouring districts of Theni Lok Sabha Constituency, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) Water, being State subject, water resources projects are planned, funded, executed and maintained by the State Governments themselves as per their own resources and priority. Role of Government of India is to provide technical support, and partial financial assistance for identified projects under ongoing schemes.

Under Pradhan Mantri Krishi Sinchayee Yojana - Accelerated Irrigation Benefit Programme (PMKSY-AIBP) component being implemented by the Department of Water Resources, River Development and Ganga Rejuvenation, one major irrigation project in Tamil Nadu namely “Formation of Flood Carrier Canal from Kannadian Channel to drought prone areas of Sathankulam, Thisayanvilai by interlinking Tamirabarani, Karumeniyar and Nambiyar rivers in Tirunelveli and Thoothukudi Districts in Tamil Nadu” has been taken up. Central assistance of Rs 34.7425 crores has been released for this project, and it has been reported as completed.

Under the Pradhan Mantri Krishi Sinchayee Yojana - Har Khet Ko Pani (PMKSY-HKKP) component being implemented by the Department of Water Resources, River Development and Ganga Rejuvenation, the restoration of 645

water bodies/tanks has been taken up in Tamil Nadu, including one water body/tank in the Theni district. Central assistance of Rs 223.55 crores has been released for these water bodies/tanks, and 571 water bodies/tanks have been reported as completed.

As per information provided by the Department of Drinking Water and Sanitation, 90.88 lakh rural households in Tamil Nadu have been provided with tap water connections under the Jal Jeevan Mission (JJM) - Har Ghar Jal. Further, Theni district has been certified as a Har Ghar Jal certified district i.e. all rural households in the district have tap water connections in their home.

(b) As informed by the Government of Tamil Nadu, proposals for strengthening water-storage infrastructure in the Vaigai River Basin have been examined by the State Government. A major proposal pertains to the desilting and restoration of the Vaigai Reservoir to recover the storage capacity lost due to sedimentation, which is to be implemented in a phased manner after obtaining the necessary statutory clearances.

(c) As informed by the Government of Tamil Nadu, modernization and rehabilitation of canal system and distribution systems were executed through various schemes such as NABARD, State-funded Comprehensive Water Resources Development Programme (CWRDP) and the Tamil Nadu Irrigated Agriculture Modernization Project (TNIAMP).

(d) Department of Agriculture & Farmers Welfare is implementing Per Drop More Crop (PDMC) Scheme earlier under PMKSY and now under Pradhan Mantri Rashtriya Krishi Vikas Yojana (PM-RKVY). PDMC focuses on

enhancing water-use efficiency at farm level through micro irrigation namely Drip and Sprinkler Irrigation System. An area of 13,73,812 hectare has been brought under micro-irrigation in Tamil Nadu since 2015-16.

STATUS OF METRO RAIL PROJECTS

845. PROF. SOUGATA RAY:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the details of Metro Rail projects presently under construction in the country, city and State-wise;

(b) the total estimated cost, physical progress and expected date of completion of each project;

(c) the reasons for delay, if any, in completion of these projects;

(d) whether the Government has conducted any assessment regarding the requirement of Metro Rail systems in Tier-II and Tier-III cities and if so, the details thereof along with the criteria adopted for selection of cities;

(e) whether the Government proposes to enhance financial assistance to States for implementation of Metro Rail projects under various funding models and if so, the details thereof; and

(f) the details of funds sanctioned, released and utilised for Metro Rail projects during the last five years project and State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (c) The details of Metro Rail Projects under this Ministry are given in the enclosed **Statement-I**. As per sanction order, Metro projects are generally completed in five to six years from the date of sanction. However, actual completion of projects depends upon the timely acquisition of land, tree cutting permission, court cases etc.

(d) 'Urban planning' is a State subject. Therefore, the respective State Governments are responsible for planning, initiating and developing proposal for development of urban infrastructure metro projects including Tier-II & Tier-III cities. Central Government provides financial assistance to Metro Rail project in accordance with the provisions of the Metro Rail Policy, 2017 as and when posed by the concerned State Government depending on the feasibility of the proposal and availability of resources.

(e)As per Metro Rail Policy, 2017, the following options for central financial assistance for metro projects have been envisaged:

(i) **Public Private Partnership (PPP)-** Central financing for this model is governed by the Viability Gap Funding (VGF) Scheme of the Government.

(ii) **Grant by the Central Government**- Central Government consider providing a grant upto 10% of project cost, excluding private investment, cost of land, rehabilitation & resettlement and tax, to the state government for the construction of a metro rail project.

(iii) **Equity Sharing Model**- In this model, projects are taken up under equal ownership of Central and State Government concerned

through equal sharing of equity upto 20% of the project cost. Most of the metro projects are implemented under this modal wherein a jointly owned Special Purpose Vehicle (50: 50 SPV) is formed that is managed by a Board of Directors.

(f) The details of funds, sanctioned, released and utilised for Metro Rail Projects during the last five year are given in the enclosed **Statement-II.**

STATEMENT-I

DETAILS OF METRO RAIL PROJECTS IMPLEMENTED UNDER THIS MINISTRY

Sl. No.	Name of Metro Rail Project	Cost (in Rs crore)	Total Length (in km)	Physical Progress (in % as on June, 2026)
1	Bangalore Metro Rail Project Phase-2	26,405.14	72.09	95.70
2	Pune Metro Line 3 (Maan-Hinjawadi-Shivajinagar) (on PPP mode)	6,124.00	23.20	95.73
3	Delhi Metro Phase IV (03 Priority Corridors)	24,948.65	65.202	82.20
4	Kanpur Metro Rail Project	11,076.48	32.4	82.00
5	Surat Metro Rail Project	12,020.32	40.35	81.10
6	Bangalore Metro Rail Project	14,788.10	58.19	72.75

	Phase-2A & 2B			
7	Agra Metro Rail Project	8,379.62	29.4	72.00
8	Indore Metro Rail Project	7,500.8	31.15	64.15
9	Bhopal Metro Rail Project	6,941.4	30.90	59.94
10	Patna Metro Rail Project	13,365.77	32.50	53.00
11	Chennai Metro Rail Project Phase 2	63,246.00	118.90	54.62
12	Jaipur Metro Phase 1D	222.15	1.35	49
13	Pune Metro Rail Project Phase-1 Extension (PCMC to Nigdi)	910.18	4.40	47.17
14	Nagpur Metro Rail Project Phase-II.	6,708.00	43.80	40.86
15	Kochi Metro Phase II	1,957.05	11.20	39.56
16	Thane Metro Rail Project	12,200.10	29.00	9.49
17	Pune Metro Rail Project Phase-1 Extension (Swargate to Katraj)	2,954.53	5.464	6.2
18	Delhi Metro Phase V (A)	12,014.91	16.076	5.63
19	Bangalore Metro Rail Project Phase-3	15,611.00	44.65	3.60
20	Millennium City Centre to Cyber City Gurugram	5,452.72	28.50	3.3
21	Delhi Metro Phase IV (02	6,230.99	20.762	4.29

	Remaining Corridors)			
22	Delhi Metro Phase IV Rithala Kundli Corridor	6,230.99	26.463	3.02
23	Pune Metro Phase 2 (Vanaz to Chandni Chowk & Ramwadi to Wagholi)	3,626.24	12.75	1.88
24	Pune Metro Rail Project 2, Line-4 (Kharadi to Khadakwasla)	9,857.85	31.63	1.30
25	Extension of Noida Metro from Sector 142 to Botanical Garden	2,254.35	11.56	Preliminary works under progress
26	Lucknow Metro Rail Project Phase 1B	5,801.05	11.165	Preliminary works under progress
27	Extension of Noida Metro Aqua line from Depot Station to Boraki MMTH	416.34	2.6	Preliminary works under progress
28	Ahmedabad Metro Phase 2B	1,067.35	3.33	Preliminary works under progress
29	Jaipur Metro Phase 2	13,037.66	41.00	Preliminary works under progress
30	Ahmedabad Metro Phase 2A	2,169.04	6.032	Preliminary works under progress

STATEMENT-II

DETAILS OF FUNDS SANCTIONED, RELEASED AND UTILISED FOR METRO RAIL PROJECTS DURING THE LAST FIVE YEARS FROM (FY) 2020-21 TO 2026-27

(in Rs crore)

Sl. No.	State/UT	Projects	Funds allocated & released in FY 2021-22	Funds allocated & released in FY 2022-23	Funds allocated & released in FY 2023-24	Funds allocated & released in FY 2024-25	Funds allocated & released in FY 2025-26	Funds allocated in FY 2026-27	Funds released in FY 2026-27 (till 14.07.2026)
1	NCT of Delhi	Delhi Metro Rail Project (all the phases	2,254.00	3,015.65	2,910.04	4,048.67	6,638.559	7,679.34	1,100.00
2	Tamil Nadu	Chennai Metro Rail Project Phase-I, II including extension	935.78	-	-	5,554.15	8,991.76	5,660.44	-
3	Karnataka	Bangalore Metro Rail Project Phase 1, 2, 2A & 2B	3,622.86	4,041.61	3,617.16	4,814.58	1,905.427	2,998.94	-

4	Bihar	Patna Metro Rail Project	49.50	437.50	700.75	164.37	1,617.19	1,050.00	-
5	Kerala	Kochi Metro Rail Project	-	146.74	-	140.80	89.30	531.93	319.42
6	Maharashtra	Mumbai Metro Rail Project Line 3	2,412.09	507.22	3,894.83	4,484.58	1,376.34	-	-
		Nagpur Metro Rail Project	-	-	1,199.06	-	720.00	1,620.20	500.00
		Pune Metro Rail Project	3,194.91	1,357.73	-	962.02	1,411.42	1,785.52	825.52
		Thane Metro Rail Project	-	-	-	50.00	100.00	950.00	150.00
7	Gujarat	Ahemdabad Metro Project Phase-2B	1,323.54	1,968.17	628.00	1,020.72	823.02	50.00	-
		Surat Metro Rail Project	638.93	1,697.78	2,264.00	2,264.00	364.78	-	-
8	Madhya Pradesh	Bhopal Metro Rail Project	527.23	217.54	613.00	215.81	1,160.01	1,421.14	337.50

		Indore Metro Rail Project	250.63	260.00	1,105.74	290.00	1,060.23	621.73	160.00
9	Haryana	Millenium City Centre to Cyber City Gurugram	-	-	-	10.00	240.00	840.00	135.00
10	Uttar Pradesh	Lucknow Metro Project	-	-	-	-	-	285.00	-
		Kanpur Metro Rail Project	2,012.00	1,156.75	1,472.50	262.25	428.09	730.88	193.50
		Agra Metro Rail Project	1,122.00	868.93	1,044.75	387.00	481.62	1,224.40	315.00
		Noida Metro Rail Project Extension	-	-	-	-	-	336.87	-
11	Rajasthan	Jaipur Metro Phase -2	-	-	-	-	-	964.66	210.00
12	Delhi and Uttar Pradesh	Regional Rapid Transit System (Delhi-Ghaziabad-Meerut)	4,472.00	4,710.00	3,596.00	3,844.00	1,923.15	2,191.00	-

प्रधानमंत्री आवास योजना-शहरी 2.0 के तहत उत्तर प्रदेश के लिए आवंटित निधि

846. सुश्री इकरा चौधरीः

श्री देवेश शाक्यः

श्री लालजी वर्माः

श्रीमती रुचि वीराः

श्री हरेन्द्र सिंह मलिकः

श्री नीरज मौर्यः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार के पास देश भर में वर्ष 2025-26 के दौरान प्रधानमंत्री आवास योजना-शहरी (पीएमएवाई-यू) 2.0 के तहत आवंटित बजट के मुकाबले वास्तविक व्यय, स्वीकृत, निर्माणाधीन, पूर्ण और लाभार्थियों को सौंपे गए घरों के संबंध में कोई डेटा है और यदि हां, तो विशेष रूप से उत्तर प्रदेश के कैराना, अम्बेडकर नगर, मुरादाबाद, मुजफ्फरनगर और आंवला लोक सभा क्षेत्रों तथा एटा और कासगंज जिलों के संबंध में इसका ब्यौरा और वर्तमान स्थिति क्या है;

(ख) क्या यह सच है कि बुनियादी ढांचे की कमी, निर्माण की गुणवत्ता में कमियों और प्रशासनिक देरी के कारण उत्तर प्रदेश के शहरी क्षेत्रों, जिनमें कैराना, अम्बेडकर नगर, मुरादाबाद, मुजफ्फरनगर और आंवला लोक सभा क्षेत्र तथा एटा और कासगंज जिले शामिल हैं, में स्वीकृत आवास परियोजनाएं समय पर पूरी नहीं हो सकीं और यदि हाँ, तो इसके क्या कारण हैं तथा इस संबंध में क्या सुधारात्मक कदम उठाए गए हैं;

(ग) क्या सरकार इस बात से अवगत है कि झुग्गियों में रहने वाले परिवारों का एक बड़ा हिस्सा, किराएदार, बेघर शहरी युवा और अन्य गरीब पात्र व्यक्ति इसके कड़े पात्रता मानदंडों के कारण उक्त योजना के लाभों से वंचित रह गए हैं और यदि हाँ, तो विशेष रूप से उत्तर प्रदेश के कैराना,

अम्बेडकर नगर, मुरादाबाद, मुजफ्फरनगर और आंवला लोक सभा क्षेत्रों तथा एटा और कासगंज जिलों के संबंध में इसका ब्यौरा क्या है;

(घ) शहरी युवाओं को रोजगार से जोड़ने के लिए इन आवास परियोजनाओं के पास औद्योगिक गलियारे या कौशल विकास केंद्र विकसित करने के लिए, विशेष रूप से कैराना, अम्बेडकर नगर, मुरादाबाद, मुजफ्फरनगर और आंवला लोक सभा क्षेत्रों तथा एटा और कासगंज जिलों के संबंध में सरकार की क्या योजना है, और

(ङ) क्या सरकार का पात्रता मानदंडों में कोई संशोधन करने का विचार है और यदि हाँ, तो इसका ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) से (ङ): आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) देश-भर के पात्र शहरी लाभार्थियों को बुनियादी नागरिक सुविधाओं सहित सभी मौसमों के अनुकूल पक्के आवास उपलब्ध कराने के उद्देश्य से 25.06.2015 से प्रधानमंत्री आवास योजना-शहरी (पीएमएवाई-यू) का कार्यान्वयन कर रहा है। पीएमएवाई-यू के कार्यान्वयन से प्राप्त अनुभवों से मिली सीख के आधार पर एमओएचयूए ने योजना में बदलाव करते हुए 01.09.2024 से देशभर के शहरी क्षेत्रों में आगामी पांच वर्षों के दौरान 1 करोड़ अतिरिक्त पात्र लाभार्थियों को सहायता प्रदान करने के लिए प्रधानमंत्री आवास योजना-शहरी 2.0 (पीएमएवाई-यू 2.0) – 'सबके लिए आवास' मिशन प्रारंभ किया है। पीएमएवाई-यू 2.0 का कार्यान्वयन चार घटकों अर्थात् लाभार्थी आधारित निर्माण (बीएलसी), साझेदारी में किफायती आवास (एएचपी), किफायती किराया आवास (एआरएच) तथा ब्याज सहायता योजना (आईएसएस) के माध्यम से किया जा रहा है। योजना के संचालन दिशा-निर्देश https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf (https:\/\/pmay-urban.gov.in\/uploads\/guidelines\/Operational-Guidelines-of-PMAY-U-2.pdf) लिंक पर उपलब्ध हैं:

पीएमएवाई-यू तथा पीएमएवाई-यू 2.0 मांग आधारित योजनाएं हैं। योजना के दिशा-निर्देशों के अनुसार, लाभार्थियों की पहचान करने, परियोजनाओं की योजना तैयार करने और उनका निष्पादन करने तथा पूर्ण आवासों का आवंटन करने की जिम्मेदारी राज्यों/संघ राज्य क्षेत्रों की है। नागरिक पीएमएवाई-यू 2.0 के एकीकृत वेब पोर्टल के माध्यम से आवेदन कर सकते हैं, जहां राज्य/संघ राज्य क्षेत्र/शहरी स्थानीय निकाय (यूएलबी) पात्रता मानदंडों के आधार पर विभिन्न स्तरों पर आवेदनों का सत्यापन करते हैं। मांग के आकलन तथा लाभार्थियों के सत्यापन के उपरांत, राज्य/संघ राज्य क्षेत्र परियोजना प्रस्ताव तैयार करते हैं, जिन्हें पहले राज्य स्तरीय स्वीकृति एवं निगरानी समिति (एसएलएसएमसी) द्वारा अनुमोदित किया जाता है तथा उसके बाद केंद्रीय स्वीकृति एवं निगरानी समिति (सीएसएमसी) द्वारा केंद्रीय सहायता की स्वीकृति के लिए मंत्रालय को भेजा जाता है। ऑनलाइन आवेदन प्रस्तुत करने हेतु एकीकृत वेब पोर्टल https://pmay-urban.gov.in (https:\/\/pmay-urban.gov.in" \t "_new) पर उपलब्ध है।

पीएमएवाई-यू 2.0 की रूपरेखा, जिसमें पात्रता मानदंड भी शामिल हैं, पीएमएवाई-यू योजना से प्राप्त अनुभवों, वैश्विक सर्वोत्तम कार्यों/मानकों और राज्यों/संघ राज्य क्षेत्रों, बैंकों, आवास वित्त कंपनियों, निजी क्षेत्र आदि सहित विभिन्न हितधारकों के साथ आयोजित परामर्शों की श्रृंखला से प्राप्त निष्कर्षों के आधार पर तैयार की गई है। मंत्रालय के पास पात्रता मानदंडों में कोई संशोधन करने का कोई प्रस्ताव नहीं है।

राज्यों/संघ राज्य क्षेत्रों द्वारा प्रस्तुत परियोजना प्रस्तावों के आधार पर, मंत्रालय द्वारा अब तक पीएमएवाई-यू 2.0 के अंतर्गत 16.20 लाख आवासों सहित कुल 127.68 लाख आवास स्वीकृत किए गए हैं। इनमें से 121.03 लाख आवास निर्माणाधीन तथा 13.07.2026 की स्थिति के अनुसार 99.07 लाख आवास पूर्ण होकर लाभार्थियों को सौंपे जा चुके हैं। कुल 2,12,483 करोड़ रुपये की केंद्रीय सहायता अनुमोदित की गई है, जिसमें से राज्यों/संघ राज्य क्षेत्रों को उनके द्वारा प्रस्तुत अनुपालनों के आधार पर 1,80,582 करोड़ रुपये जारी किए जा चुके हैं।

उत्तर प्रदेश राज्य में पीएमएवाई-यू के अंतर्गत कुल 17.60 लाख आवास स्वीकृत किए गए हैं, जिनमें से 17.55 लाख आवास निर्माणाधीन हैं तथा 17.18 लाख आवास पूर्ण होकर लाभार्थियों को सौंपे जा चुके हैं, जो कुल स्वीकृत आवासों का लगभग 98 प्रतिशत है। पीएमएवाई-यू 2.0 के अंतर्गत राज्य में कुल 3.99 लाख आवास स्वीकृत किए गए हैं, जिनमें से 2.86 लाख आवास निर्माणाधीन हैं तथा अब तक 0.07 लाख आवास पूर्ण किए जा चुके हैं। इसके अतिरिक्त, इन योजनाओं के अंतर्गत राज्य में आवासों की कुल स्वीकृति तथा पूर्णता की स्थिति राष्ट्रीय औसत से अधिक है। पीएमएवाई-यू तथा पीएमएवाई-यू 2.0 के अंतर्गत कुल 33,628.24 करोड़ रुपये की केंद्रीय सहायता स्वीकृत की गई है, जिसमें से 30,248.01 करोड़ रुपये उत्तर प्रदेश राज्य को जारी किए जा चुके हैं।

पीएमएवाई-यू 2.0 के अंतर्गत योजना के प्रारंभ से, वर्ष 2025-26 तथा मौजूदा वित्तीय वर्ष के दौरान उत्तर प्रदेश सहित देश-भर में स्वीकृत, निर्माणाधीन तथा पूर्ण आवासों तथा अनुमोदित एवं जारी की गई केंद्रीय सहायता का ब्यौरा संलग्न **विवरण** में दिया गया है। योजना की प्रगति पीएमएवाई-यू डैशबोर्ड (https://dashboard.pmay-urban.gov.in (https:\/\/dashboard.pmay-urban.gov.in" \t "_new)) पर भी देखी जा सकती है।

पीएमएवाई-यू तथा पीएमएवाई-यू 2.0 के योजना दिशा-निर्देशों के अनुसार, योजना के अंतर्गत निर्मित आवासों के लिए मूलभूत अवसंरचना उपलब्ध कराना राज्य सरकारों/संघ राज्य क्षेत्र सरकारों की जिम्मेदारी है। इसके अतिरिक्त, योजना दिशा-निर्देशों के अनुसार, आवास परियोजनाओं के निकट कौशल विकास केंद्रों के विकास सहित संबंधित अवसंरचना सेवाएं उपलब्ध कराने के लिए इस योजना का दीनदयाल अंत्योदय योजना-राष्ट्रीय शहरी आजीविका मिशन (डीएवाई-एनयूएलएम) तथा अन्य प्रासंगिक केंद्र प्रायोजित योजनाओं एवं मिशनों के साथ संमिलन सुनिश्चित करने के लिए राज्यों/संघ राज्य क्षेत्रों को प्रोत्साहित किया जाता है, ताकि लाभार्थियों को आजीविका के अवसर उपलब्ध कराए जा सकें। राज्य/संघ राज्य क्षेत्र आवास परियोजनाओं के निकट लाभार्थियों के लिए आजीविका के अवसरों को बढ़ाने हेतु कौशल विकास

एवं उद्यमिता मंत्रालय (एमएसडीई) तथा उसके कार्यक्रमों, जिनमें प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई) भी शामिल है, के साथ संमिलन के माध्यम से कौशल विकास केंद्र भी विकसित कर सकते हैं।

विवरण

पीएमएवाई-यू 2.0 के अंतर्गत योजना के प्रारंभ से वर्ष 2025-26 तथा मौजूदा वित्तीय वर्ष के दौरान उत्तर प्रदेश सहित देश-भर में स्वीकृत, निर्माणाधीन और पूर्ण आवासों के साथ-साथ अनुमोदित एवं जारी की गई केंद्रीय सहायता का ब्यौरा

ब्यौरा		**विवरण**	**देश भर में**
योजना की शुरूआत से	आवासों की भौतिक प्रगति (संख्या)	स्वीकृत	16,20,087
		निर्माणाधीन	8,41,692
		पूर्ण/सौंपे गए	1,44,648
	केंद्रीय सहायता की वित्तीय प्रगति (करोड़ रु. में)	अनुमोदित	23,500
		जारी	8,850
वित्त वर्ष 2025-26 के दौरान	आवासों की भौतिक प्रगति (संख्या)	स्वीकृत	10,24,779
		निर्माणाधीन	6,46,425
		पूर्ण/सौंपे गए	99,669
	केंद्रीय सहायता की वित्तीय प्रगति (करोड़ रु. में)	अनुमोदित	14541.98
		जारी	4316.85
मौजूदा वित्त वर्ष 2026-27 के दौरान	आवासों की भौतिक प्रगति (संख्या)	स्वीकृत	2,44,588
		निर्माणाधीन	1,95,267
		पूर्ण/सौंपे गए	44,979
	केंद्रीय सहायता की वित्तीय प्रगति (करोड़ रु. में)	अनुमोदित	3,595.76
		जारी	4,481.66

उत्तर प्रदेश में जल जीवन मिशन के अंतर्गत चिह्नित गांव

847. श्री नीरज मौर्यः

श्री देवेश शाक्यः

श्री लालजी वर्माः

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) उत्तर प्रदेश के एटा, कासगंज, अम्बेडकर नगर, बरेली, बदायूं और शाहजहांपुर जिलों के प्रत्येक ब्लॉक में जल जीवन मिशन (जेजेएम) के अंतर्गत पाइपलाइनों के माध्यम से पीने के पानी की आपूर्ति के लिए चिह्नित किए गए गांवों की संख्या कितनी है;

(ख) इन जिलों के उन गांवों का ब्यौरा और नाम क्या है जहां जल जीवन मिशन के तहत प्रत्येक घर में शत-प्रतिशत नल के पानी का कनेक्शन प्रदान करने का लक्ष्य हासिल कर लिया गया है;

(ग) इन जिलों और आंवला लोक सभा क्षेत्र के उन ब्लॉकों के नाम और ब्यौरा क्या हैं जहाँ पाइपलाइन बिछाने के बाद संबंधित एजेंसी द्वारा क्षतिग्रस्त सड़कों की मरम्मत का कार्य पूरा कर लिया गया है, और वे कौन से स्थान हैं जहाँ उक्त कार्य अभी भी लंबित है; और

(घ) ऐसे गांवों और ब्लॉकों में लक्ष्यों को प्राप्त न कर पाने के क्या कारण हैं?

जल शक्ति मंत्रालय में राज्य मंत्री; **तथा रेल मंत्रालय में राज्य मंत्री** (**श्री वी. सोमन्ना**):

(क) पेयजल राज्य का विषय है और इसलिए जल जीवन मिशन के अंतर्गत पेयजल आपूर्ति योजनाओं की आयोजना, अनुमोदन, कार्यान्वयन, संचालन और रखरखाव का उत्तरदायित्व राज्य/संघ राज्य क्षेत्र सरकारों का है। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्यों की सहायता करती है। केंद्रीय मंत्रिमंडल ने बढ़े हुए परिव्यय के साथ जल जीवन मिशन (जेजेएम) को दिसंबर 2028 तक बढ़ाने की मंजूरी दे दी है, और जेजेएम 2.0 के तहत ग्रामीण पेयजल आपूर्ति क्षेत्र में संरचनात्मक सुधारों पर ध्यान केंद्रित करते हुए एक पुनर्गठित कार्यान्वयन फ्रेमवर्क को शामिल किया गया है।

उत्तर प्रदेश राज्य द्वारा दी गई सूचना के अनुसार, उल्लिखित जिलों में जल जीवन मिशन के तहत पाइपलाइनों के माध्यम से पेयजल आपूर्ति प्रदान करने के लिए चिह्नित किए गए ब्लॉक और ब्लॉक-वार गांवों की संख्या नीचे दी गई है: -

जिला	**ब्लॉकों की संख्या**	**गांवों की संख्या**
एटा	8	852
कासगंज	7	654
अम्बेडकर नगर	9	1600
बरेली	15	1866
बदायूं	15	1476
शाहजहांपुर	15	2088

(ख) उत्तर प्रदेश राज्य ने सूचित किया है कि जिन जिलों में शत-प्रतिशत नल जल कनेक्शन का लक्ष्य प्राप्त कर लिया गया है, उन गांवों का ब्यौरा और नाम नीचे दिए गए हैं:-

जिला	**100% नल जल कनेक्शन की सूचना देने वाले गांवों की संख्या**
एटा	238
कासगंज	241
अम्बेडकर नगर	479
बरेली	575
बदायूं	709
शाहजहांपुर	1187

इसके अलावा, उत्तर प्रदेश के एटा, कासगंज, अम्बेडकर नगर, बरेली, बदायूं और शाहजहांपुर जिलों के उन गांवों के नाम जहां जेजेएम के तहत हर घर में शत-प्रतिशत नल जल कनेक्शन का लक्ष्य हासिल कर लिया गया है, पब्लिक डोमेन में उपलब्ध हैं और इसे निम्न लिंक **https://ejalshakti.gov.in/jjmreport/JJMState.aspx** पर देखा जा सकता है।

(ग) राज्य ने सूचित किया है कि जिला एटा में 08 ब्लॉकों (शीतलपुर, निधौली कलां, अवगढ़, मरहरा, साकीट, जलेसर, अलीगंज और जैथारा) के 560 गांवों में कार्य-निष्पादन एजेंसियों द्वारा 100% सड़क पुनरूद्धार का कार्य पूरा कर लिया गया है। शेष 205 गांवों में, क्षतिग्रस्त सड़क को वाहन चलाने योग्य बना दिया गया है और बहाली का कार्य प्रगति पर है। शेष 87 गांवों में कोई सड़क नहीं तोड़ी गई है।

कासगंज जिले में 07 ब्लॉकों (कासगंज, सहवर, पटियाली, सिद्धपुरा, अमनपुर, सोरन और गंजडूनवाड़ा) के 556 गांवों में 100% सड़क बहाली का कार्य पूरा कर लिया गया है। शेष 29 गांवों में कोई सड़क नहीं तोड़ी गई है।

अम्बेडकर नगर जिले में 09 ब्लॉकों (अकबरपुर, बसखरी, भीटी, भियांव, जहागीरगंज, जलालपुर, कटेहरी, रामनगर और टांडा) के 1431 गांवों में 100% सड़क बहाली का कार्य निष्पादन एजेंसियों द्वारा पूरा कर लिया गया है। शेष 142 गांवों में क्षतिग्रस्त सड़क को वाहन चलाने योग्य बना दिया गया है और बहाली का कार्य प्रगति पर है। शेष 27 गांवों में कोई सड़क नहीं तोड़ी गई है।

बरेली जिले में, 15 ब्लॉकों (आलमपुर जाफराबाद, बहेड़ी, भादपुरा, भोजपुरा, भूटा, बिथरीचैनपुर, दमखौदा, फरीदपुर, फतेहगंज, क्यारा, मझगवां, मीरगंज, नवाबगंज, रामनगर और शेरगढ़) के 1369 गांवों में कार्य-निष्पादन एजेंसियों द्वारा 100% सड़क बहाली का काम पूरा कर लिया गया है। शेष 435 गांवों में, क्षतिग्रस्त सड़क को वाहन चलाने योग्य बना दिया गया है और बहाली का कार्य प्रगति पर है। शेष 62 गांवों में कोई सड़क नहीं तोड़ी गई है।

संसदीय क्षेत्र अनोला में बरेली जिले के आलमपुर, जाफराबाद, भूटा, बिठरीचैनपुर, फरीदपुर, क्यारा, मझगवां और रामनगर ब्लॉक आते हैं। कार्य-निष्पादन एजेंसियों द्वारा 568 गांवों में 100% सड़क मरम्मत का काम पूरा कर लिया गया है और 181 गांवों में क्षतिग्रस्त सड़क को वाहन चलाने योग्य बना दिया गया है और बहाली का कार्य प्रगति पर है।

संसदीय क्षेत्र अनोला में जिला बदायूं के दातागंज, जगत, मियोन, कादरचौक, समरेर, उझानी और उसावन ब्लॉक आते हैं। कार्यान्वयन एजेंसियों द्वारा 277 गांवों में 100% सड़क बहाली का काम पूरा कर लिया गया है और 276 गांवों में क्षतिग्रस्त सड़क को वाहन चलाने योग्य बना दिया गया है और बहाली का काम प्रगति पर है।

जिला बदायूं में, 15 ब्लॉकों (अंबालापुर, असफपुर, बिसौली, दहगवां, दातागंज, इस्लामनगर, जगत, मियोन, कादर चौक, सहसवान, सलारपुर, समरेर, उझानी, उसावां और वजीरगंज) के 830 गांवों में कार्य-निष्पादन एजेंसियों द्वारा 100% सड़क बहाली का काम पूरा कर लिया गया है। शेष 616 गांवों में क्षतिग्रस्त सड़क को वाहन चलाने योग्य बना दिया गया है और बहाली का कार्य प्रगति पर है। शेष 30 गांवों में कोई सड़क नहीं तोड़ी गई है।

शाहजहांपुर जिले में 15 ब्लॉकों (बांदा, भलखेड़ा, दादरोल, जैतीपुर, जलालबाद, कलां, कंठ, खुदागंज कथा, खुतर, मदनापुर, मिर्जापुर, निगोही, पवयान, सिंधौली और तिलहर) के 1546 गांवों में 100% सड़क सुधार का कार्य पूरा कर लिया गया है। शेष 486 गांवों में, क्षतिग्रस्त सड़क को वाहन चलाने योग्य बना दिया गया है और बहाली का कार्य प्रगति पर है। शेष 56 गांवों में कोई सड़क नहीं तोड़ी गई है।

(घ) उत्तर प्रदेश राज्य ने सूचित किया है कि कोविड-19 महामारी और मशीनरी, जनशक्ति, सामग्री आदि की अनुपलब्धता कार्य-निष्पादन में विलंब के कारण हैं। सभी योजनाओं को मिशन की विस्तारित अवधि तक पूरा करने का लक्ष्य रखा गया है।

CONSTRUCTION OF ELEVATED FLYOVER IN KOZHIKODE DISTRICT

848. SHRI M. K. RAGHAVAN:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Union Government has received any proposal from State Government of Kerala for construction of an elevated flyover at Panath Thazham Nethaji Nagar in Kozhikode District under Central Road and Infrastructure Fund (CRIF); and

(b) if so, the details thereof including details of the proposal, date of receipt and the steps taken by the Ministry on the matter?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b) No.

KRISHI UDAN SCHEME

849. SHRI PUTTA MAHESH KUMAR :

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) the quantity and value of agricultural produce transported under the Krishi UDAN Scheme from Andhra Pradesh during the last five years, year-wise and commodity-wise;

(b) the details of the domestic and international destinations to which such produce has been transported under the said Scheme;

(c) the details of cargo handling, cold storage and other infrastructure created under the said Scheme in Andhra Pradesh, district-wise; and

(d) the steps taken by the Government to increase the participation of farmers, Farmer Producer Organisations (FPOs) and exporters from Andhra Pradesh under the said Scheme?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (d) The development of cargo facilities is a continuous process and depends on various factors such as airport development progress, increase in scheduled operations, handling capacity, growth in domestic cargo volumes and demand from airlines. The details of cargo handling infrastructure and the volume of perishable cargo handled (in MT) through air cargo terminals in the State of Andhra Pradesh are given in the enclosed **Statement**.

The airlines initiate cargo operations based on their internal assessment of cargo potential, handling capabilities and overall commercial viability of operating from any airport. Consequently, the decision to operate on any route rests with the airlines.

In addition, the Krishi Udan Scheme aims to ensure seamless, cost-effective, time-bound, air transportation and associated logistics for all Agri-produce originating regions of the country, so that it improves their value realisation. All perishable commodities such as horticulture, fishery, livestock and processed products are covered under the Scheme.

Under the Scheme, in order to facilitate and incentivise movement of agri-produce by air transportation, waiver of landing and parking charges is provided for Indian freighters and P2C (Passenger-to-Cargo) Aircraft by the Airports Authority of India (AAI) and the Ministry of Defence at selected airports. In addition, Route Navigation Facility Charges (RNFC) and Terminal

Navigational Landing Charges (TNLC) are waived at such selected AAI airports. Agricultural and Processed Food Products Export Development Authority (APEDA) also organizes training and capacity building programs in collaboration with concerned Ministries for its stakeholders to sensitize its members regarding Government Schemes including Krishi Udan.

STATEMENT

Cargo handling infrastructure in Andhra Pradesh

i. **Visakhapatnam Airport**: Airports Authority of India Cargo Logistics and Allied Services Company Limited (AAICLAS) has established International cargo facility with valuable cargo storage area, Hazardous Cargo, etc. AAICLAS has also established domestic air cargo handling facility which is operated through Operations & Maintenance (O&M) agency and the facility has separate rooms for valuable cargo storage and hazardous cargo etc.

ii. **Vijayawada Airport**: AAICLAS has established domestic air cargo terminal.

iii. **Tirupati Airport**: AAICLAS has established dedicated domestic air cargo facility at Tirupati airport which is operated through self-handling by Indigo at present.

iv. **Rajahmundry Airport**: AAICLAS has established dedicated domestic air cargo facility which is operated through self-handling by Indigo at present.

Volume of perishable cargo handled (in MT) through air cargo terminals in Andhra Pradesh:

Airport	2021-22	2022-23	2023-24	2024-25	2025-26
Rajahmundry	1	–	2	1	10
Tirupati	17	10	7	33	28
Vijayawada	–	–	162	112	349
Visakhapatnam	1,997	1,949	1,694	1,542	1,877

PMEGP IN RAMANATHAPURAM

850. SHRI NAVASKANI K.:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether the Prime Minister's Employment Generation Programme (PMEGP) provides margin money subsidy of up to thirty five per cent for establishing new non-farm micro enterprises and if so, the details thereof;

(b) the number of micro enterprises established under above programme in Ramanathapuram Lok Saba Constituency in Tamil Nadu during the last three years, along with the margin money subsidy sanctioned and released, category-wise;

(c) the number of employment opportunities generated through PMEGP-supported enterprises in Ramanathapuram Lok Saba Constituency during the said period;

(d) whether the Government has received representations or complaints regarding delays in sanction of bank loans, release of margin money subsidy or rejection of PMEGP applications from beneficiaries in said constituency and if so, the details thereof; and

(e) the steps taken to improve credit flow, expedite subsidy release and facilitate timely assistance to aspiring entrepreneurs in Ramanathapuram Lok Saba Constituency under PMEGP?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) Prime Minister's Employment Generation Programme (PMEGP) is a credit linked subsidy scheme being administered by the Ministry of MSME and implemented by the Khadi and Village Industries Commission (KVIC) to assist prospective entrepreneurs in setting up of new micro enterprises in the non-farm sector, by providing financial assistance in the form of Margin Money (MM) subsidy on bank sanctioned loans for generation of sustainable employment opportunities.

PMEGP assists General category beneficiaries with MM Subsidy of 25% and project cost in rural areas and 15% in urban areas. For beneficiaries belonging to special categories i.e. SC, ST, OBC, minority, Women, Ex-

servicemen, physically handicapped, transgenders, beneficiaries belonging to NER, Hill and border areas and Aspirational districts, the MM Subsidy is 35% in rural areas and 25% in urban areas.

Details of MM Subsidy disbursed under PMEGP during the last three financial years i.e. FY 2023-24 to FY 22025-26 is given below:

Financial Year	**MM Subsidy (Rs. Crore)**
2023-24	3093.88
2024-25	2202.00
2025-26	2457.34

(b) and (c) Category-wise details on the number of micro enterprises assisted, MM Subsidy sanctioned and disbursed and estimated employment generated under PMEGP in Ramanathapuram Lok Sabha Constituency in Tamil Nadu during the last three years is given below:

Category	**No. of Units Assisted**	**MM Subsidy (Rs. Lakh)**	**Estimated Employment Generated**
General	113	62.07	1017
Scheduled Castes	22	49.23	198
Other Backward Classes	61	238.91	549

(d) Under PMEGP, representations and complaints are received from beneficiaries including those from the Ramanathapuram Lok Sabha Constituency with issues pertaining to delays in the sanction of bank loans, release of MM subsidy, or rejection of PMEGP applications. The Ministry of MSME, KVIC, and the concerned district level implementing agencies including financing banks address them in a timely and systematic manner by providing suitable replies to beneficiaries to ensure effective redressal of their concerns.

(e) Steps taken to improve credit flow, expedite MM subsidy release and facilitate timely assistance to aspiring entrepreneurs throughout the country including in Ramanathapuram Lok Sabha Constituency under PMEGP include the following:

i. A new PMEGP Portal 2.0 launched as an end-to-end digital platform with BHASHINI for multilingual access, integrations with JAN Samarth, financing Banks and Udyam for seamless processing and simplified registration, Aadhar based biometric authentication and dedicated Mobile applications.

ii. Enhancement of maximum project cost from Rs. 25 lakh to Rs. 50 lakh for manufacturing sector and from Rs. 10 lakh to Rs. 20 lakh for service sector.

iii. As per RBI Master Directions on lending to MSMEs, no collateral security to be insisted by Banks for projects involving loan up to Rs. 20 lakh. Strict compliance of this provision has been reemphasized to all financing Banks.

iv. Top level Banker's meetings, State Level Bankers Meetings and District level Bankers Meetings held on a regular basis to ensure proper sanctioning of loans and disbursement of MM Subsidy.

v. Inclusion of applicants from Aspirational districts and transgenders under Special Category eligible for higher subsidy.

vi. Establishment of PMEGP Helpdesks at State Offices to provide real-time assistance and hand-holding to potential beneficiaries.

vii. A wide range of more than 1,000 Model of Detailed Project Reports prepared on various industries have been made available on the PMEGP portal.

viii. State Level Monitoring Committee (SLMC) and District Level Monitoring Committee (DLMC) meetings held at State and District level on a regular basis to monitor and review the implementation of PMEGP.

ix. Awareness and outreach programmes in all the States/UTs including backward and under- performing areas, Aspirational districts, North Eastern Region, etc. to identify potential beneficiaries and provide necessary guidance and handholding support during the application process.

x. Financial literacy camps and customer awareness programmes conducted by Banks to educate prospective entrepreneurs about various initiatives of the Government, including PMEGP.

धनबाद में ग्रीनफील्ड विमानपत्तन

851. श्री दुलू महतोः

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने धनबाद विमानपत्तन के लिए कोई आधिकारिक तकनीकी व्यवहार्यता अध्ययन पूरा किया है, यदि हाँ, तो उसका ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;

(ख) जन-प्रतिनिधियों के बार-बार अभ्यावेदन के बावजूद अभी तक हितधारकों की संयुक्त बैठक न बुलाए जाने के क्या कारण हैं और क्या सरकार का इस संबंध में कोई समय-सीमा निर्धारित करने का विचार है, और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार यह स्वीकार करती है कि इस क्षेत्र में 1987 से हवाई संपर्क का न होना प्रशासनिक निष्क्रियता का परिणाम है, जिससे औद्योगिक विकास और 'श्री सम्मेद शिखरजी' के दर्शन करने वाले तीर्थयात्री प्रभावित हो रहे हैं, और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(घ) राज्य सरकार को भेजे गए पत्रों पर अब तक की गई कार्रवाई का ब्यौरा क्या है और इस संबंध में वांछित प्रगति के लिए मंत्रालय की वैकल्पिक रणनीति क्या है; और

(ङ) इस परियोजना के लिए स्पष्ट कार्य-योजना क्या है और इसके कब तक पूरा होने की संभावना है?

सहकारिता मंत्रालय में राज्य मंत्री; **तथा नागर विमानन मंत्रालय में राज्य मंत्री** (**श्री मुरलीधर मोहोल**):

(क) से (ङ) ग्रीनफील्ड हवाईअड्डा (जीएफए) नीति, 2008 के अनुसार, यदि राज्य सरकार सहित कोई भी हवाईअड्डा विकासकर्ता ग्रीनफील्ड हवाईअड्डा विकसित करना चाहते हैं, तो उन्हें उपयुक्त स्थल को चिह्नित करना होगा और व्यवहार्यता-पूर्व अध्ययन कराना होगा तथा 'साइट क्लीयरेंस' और तत्पश्चात 'सैद्धांतिक' अनुमोदन के लिए केन्द्रीय सरकार को प्रस्ताव प्रस्तुत करना होगा।

झारखंड राज्य सरकार के अनुरोध पर, भारतीय विमानपत्तन प्राधिकरण के बहु-विषयक दल द्वारा वर्ष 2017 में बलियापुर (धनबाद) में ग्रीनफील्ड हवाईअड्डे के विकास के लिए व्यवहार्यता-पूर्व अध्ययन किया गया था और इसकी रिपोर्ट राज्य सरकार को प्रस्तुत की गई थी।

धनबाद में ग्रीनफील्ड हवाईअड्डे की स्थापना के लिए जीएफए नीति के तहत 'साइट क्लीयरेंस' हेतु प्रस्ताव प्राप्त नहीं हुआ है।

जीएफए नीति के अनुसार, भूमि अधिग्रहण, पुनर्वास और पुनर्स्थापना, वित्तपोषण आदि सहित ग्रीनफील्ड हवाईअड्डा परियोजनाओं के कार्यान्वयन की जिम्मेदारी संबंधित हवाईअड्डा विकासकर्ता या राज्य सरकार, जैसा भी मामला हो, की होती है। हवाईअड्डा परियोजनाओं को पूरा करने की समय-सीमा भूमि अधिग्रहण, अनिवार्य मंजूरियों की उपलब्धता, वित्तीय समापन आदि जैसे कई कारकों पर निर्भर करती है।

राजस्थान में जल जीवन मिशन

852. श्रीमती मंजू शर्माः

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) जल जीवन मिशन (जेजेएम) की मुख्य विशेषताएं क्या हैं;

(ख) इस मिशन के अंतर्गत जयपुर सहित राजस्थान के कितने जिले शामिल किए गए हैं;

(ग) इस मिशन के अंतर्गत जयपुर सहित राजस्थान में कितने परिवारों को नए जल के पानी के कनेक्शन प्रदान किए गए हैं;

(घ) क्या सरकार ने जयपुर में पीने के पानी की भारी कमी के संबंध में कोई सर्वेक्षण कराया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और इस संबंध में सरकार द्वारा क्या कदम उठाए गए/उठाए जा रहे हैं; और

(ङ) क्या सरकार ने चालू वर्ष के दौरान इस मिशन के अंतर्गत राजस्थान को कोई धनराशि स्वीकृत की है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री; **तथा रेल मंत्रालय में राज्य मंत्री** (**श्री वी. सोमन्ना**):

(क) केंद्रीय मंत्रिमंडल ने बढ़े हुए परिव्यय के साथ जल जीवन मिशन (जेजेएम) को दिसंबर 2028 तक बढ़ाने की मंजूरी दे दी है, जिसमें जेजेएम 2.0 के तहत ग्रामीण पेयजल आपूर्ति क्षेत्र में संरचनात्मक सुधारों पर ध्यान केंद्रित करते हुए एक पुनर्गठित कार्यान्वयन ढांचे को शामिल किया गया है। जेजेएम 2.0 की प्रमुख विशेषताएं इस प्रकार हैं:

i. मिशन का परिव्यय 3.60 लाख करोड़ रुपये से बढ़ाकर 8.69 लाख करोड़ रुपये कर दिया गया है, जिसमें कुल केंद्रीय सहायता को 2.08 लाख करोड़ रुपये से बढ़ाकर 3.59 लाख करोड़ रुपये कर दिया गया है।

ii. जेजेएम 2.0 के तहत संरचनात्मक सुधारों, समयसीमा का अनुपालन, योजनाओं की स्थिरता और नागरिक केंद्रित जल सेवाओं की प्रदायगी सुनिश्चित करने के लिए राज्यों/संघ राज्य क्षेत्रों के साथ अलग-अलग समझौता ज्ञापनों पर हस्ताक्षर किए जाएंगे।

iii. प्रत्येक राज्य/संघ राज्य क्षेत्र द्वारा संरचित और एकीकृत फ्रेमवर्क के रूप में तैयार की जाने वाली व्यापक कार्यान्वयन और सुधार आयोजना (सीआईआरपी) ताकि जेजेएम 2.0 की प्रभावी योजना बनाई जा सके और उसका कार्यान्वयन किया जा सके।

iv. *"सुजलाम भारत"* नामक एक-समान राष्ट्रीय डिजिटल फ्रेमवर्क की संस्थापना की गई है, जिसके अंतर्गत स्रोत से नल तक संपूर्ण पेयजल आपूर्ति प्रणाली का डिजिटल रूप से मानचित्रण करते हुए प्रत्येक गांव को एक विशिष्ट सुजल गांव/सेवा क्षेत्र आईडी प्रदान की जाएगी।

v. जेजेएम 2.0 के तहत ग्रामीण जल आपूर्ति अवसंरचना के टिकाऊ और दीर्घकालिक संचालन तथा रखरखाव और योजना के स्रोत की स्थिरता के लिए भारत सरकार के स्तर पर विभिन्न विभागों के बीच कार्यनीतिक सामंजस्य की परिकल्पना भी की गई है।

vi. माननीय जल शक्ति मंत्री के अनुमोदन से जेजेएम 2.0 के लिए विस्तृत कार्यसंबंधी दिशानिर्देश जल शक्ति मंत्रालय जारी करेगा।

vii. केंद्रीय सहायता का भुगतान एसएएनए-स्पर्श के माध्यम से योजना-वार किया जाएगा।

viii. जेजेएम 2.0 के अंतर्गत कोई नई पाइपगत जलापूर्ति योजना शुरू नहीं की जाएगी। हालांकि, पीएम-जनमन और डीए-जेजीयूए क्षेत्रों में, जनजातीय कार्य मंत्रालय, ग्रामीण विकास मंत्रालय तथा पंचायती राज मंत्रालय के प्रतिनिधियों वाली एक समिति मौजूदा दिशानिर्देशों के अनुसार ऐसी योजनाओं से संबंधित राज्य कार्य योजनाओं की जांच करेगी और उन्हें अनुमोदित करेगी।

ix. केंद्रित आईईसी और व्यवहारवादी परिवर्तन संचार (बीसीसी) कार्यकलापों के माध्यम से सामुदायिक प्रतिभागिता को बढ़ावा दिया जाएगा। इसके तहत, समुदाय तथा ग्राम जल और स्वच्छता समितियों की सक्रिय भागीदारी के साथ जल उत्सव का आयोजन किया जाएगा और जल रिसाव का पता लगाने, जल संवितरण दक्षता में सुधार लाने, छोटी-मोटी मरम्मत करने तथा परिसंपत्ति का बेहतर प्रबंधन करने जैसी गतिविधियों को बढ़ावा दिया जाएगा। इसके अलावा, कार्य पूर्ण जल आपूर्ति योजनाओं को औपचारिक रूप से चालू करने और उन्हें ग्राम पंचायतों को सौंपने के लिए जल अर्पण कार्यक्रम शुरू किया जाएगा ताकि सामुदायिक स्वामित्व और प्रणालियों का टिकाऊ संचालन सुनिश्चित किया जा सके।

(ख) और (ग) जेजेएम 2.0 का उद्देश्य राजस्थान के सभी जिलों के ग्रामीण परिवारों सहित देश भर के सभी 19.36 करोड़ ग्रामीण परिवारों को नल जल कनेक्शन प्रदान करके सभी ग्राम पंचायतों को दिसंबर 2028 तक 'हर घर जल' के रूप में प्रमाणित करने को सुविधाजनक बनाना है।

मिशन की शुरुआत में, राजस्थान में केवल 11.74 लाख (10.90%) ग्रामीण परिवारों के पास नल जल कनेक्शन होने की सूचना थी। अब तक, जेजेएम के तहत, 51.88 लाख से अधिक और ग्रामीण परिवारों को नल जल कनेक्शन प्रदान किए गए हैं। इस प्रकार, 19.07.2026 तक,

राज्य के 1.07 करोड़ ग्रामीण परिवारों में से 63.62 लाख (59.10%) से अधिक परिवारों के पास उनके घरों में नल जल आपूर्ति होने की सूचना है।

इसी तरह, मिशन की शुरुआत में, राजस्थान के जयपुर जिले में लगभग 0.81 लाख (15.73%) ग्रामीण परिवारों के पास नल जल कनेक्शन होने की सूचना थी। अब तक, लगभग 2.56 लाख ग्रामीण परिवारों को जेजेएम के तहत नल जल कनेक्शन प्रदान किए गए हैं। इस प्रकार, 19.07.2026 तक, जिले के 5.13 लाख ग्रामीण परिवारों में से लगभग 3.37 लाख (65.70%) परिवारों के पास उनके घरों में नल जल आपूर्ति होने की सूचना है। राज्यों/संघ राज्य क्षेत्रों द्वारा सूचित किए गए अनुसार ग्रामीण परिवारों आदि हेतु नल जल कनेक्शन की राज्य/संघ राज्य क्षेत्र, जिला और गांव-वार स्थिति पब्लिक डोमेन में उपलब्ध है और जेजेएम डैशबोर्ड पर निम्न लिंक पर देखी जा सकती है:

https://ejalshakti.gov.in/jjmreport/JJMIndia.aspx.

(घ) पेयजल राज्य का विषय होने के कारण, पेयजल आपूर्ति योजनाओं की आयोजना, डिजाइन, अनुमोदन और कार्यान्वयन राज्य ही करते हैं। भारत सरकार इस मिशन के अंतर्गत तकनीकी और वित्तीय सहायता प्रदान करके राज्यों के प्रयासों में सहायता करती है। राजस्थान राज्य द्वारा दी गई सूचना के अनुसार, पेयजल की कमी के समस्या का समाधान करने के लिए जयपुर में सर्वेक्षण और आकलन किए गए हैं। इनमें केन्द्रीय भूजल बोर्ड द्वारा भूजल और स्रोत मूल्यांकन तथा राज्य पीएचईडी द्वारा अवसंरचना और आपूर्ति समीक्षाएं शामिल हैं, जिन्होंने गिरते भूजल स्तर और सीमित सतही स्रोतों पर भारी निर्भरता की पहचान की है। राज्य ने यह भी सूचित किया है कि इन निष्कर्षों के आधार पर राज्य सरकार ने जयपुर में पेयजल की उपलब्धता और स्थायित्व में सुधार लाने के लिए सतही जल आपूर्ति (बीसलपुर आधारित प्रणालियों के सुदृढ़ीकरण सहित), थोक अंतरण और संवितरण नेटवर्कों का विस्तार, जल गुणवत्ता निगरानी, पुनर्भरण उपाय तथा सतत पेयजल समाधान की योजना बनाने जैसे कदम उठाए हैं।

(ङ) राजस्थान राज्य सरकार को वित्त वर्ष 2026-27 के लिए अनंतिम रूप से 4503.18 करोड़ रुपये की राशि आवंटित की गई है, जिसमें से 278.88 करोड़ रुपये की राशि मूल स्वीकृति के रूप में जारी की गई है और मिशन अवधि के दो चरणों के बीच राज्य द्वारा अतिरिक्त व्यय किए जाने के कारण राज्य को 537.72 करोड़ रुपये की धनराशि की प्रतिपूर्ति भी की गई है।

MSMEs IN THANJAVUR

853. SHRI MURASOLI S.:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the number of Micro, Small and Medium Enterprises (MSMEs) units registered on the Udyam portal in Thanjavur district in Tamil Nadu during the last five years, Sector-wise;

(b) the quantum of credit disbursed to MSMEs in the district under the Credit Guarantee Fund Trust for Micro and Small Enterprises or other central schemes during the same period; and

(c) whether any dedicated cluster development programme is proposed for traditional industries such as handicrafts, brass work or rice mill machinery manufacturing in Thanjavur district and if so, the details and the timeline thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) The total number of Micro, Small and Medium Enterprises (MSMEs) units registered in Thanjavur district in Tamil Nadu since the launch of Udyam portal in July, 2020 is 1,82,191.

The details of MSMEs registered in Thanjavur district during the last five years are as under:

FY Year Wise Total MSMEs Registered on Udyam and UAP in Thanjavur District of Tamil Nadu State				
FY	**Micro**	**Small**	**Medium**	**Total**
2021-22	14,611	260	10	14,881
2022-23	19,963	111	1	20,075
2023-24	50,624	68	3	50,695
2024-25	49,148	43	2	49,193
2025-26	41,267	27	1	41,295
Report Dated:- 20/07/2026 01:05 PM				

(b) Ministry of MSME implements Credit Guarantee Scheme (CGS) for Micro Small Enterprises (MSEs) through Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) to provide credit guarantees for the credit facilities extended to new as well as existing MSEs without the requirement of collateral security or third-party guarantees.

The details of guarantees extended to MSEs in Thanjavur district in Tamil Nadu under the Scheme are as below:

CGTMSE - Guarantees approved - Thanjavur district		
F.Y.	**No. of guarantees approved**	**Amount approved (Rs. Crore)**
2021-22	1,322	49
2022-23	1,750	98
2023-24	2,782	311
2024-25	5,393	301
2025-26	3,994	449

(c) The Micro and Small Enterprises-Cluster Development Programme (MSE-CDP) is a demand-driven Central Sector Scheme under which project proposals for establishment of Common Facility Centres (CFCs) and Infrastructure Development (ID) projects are submitted by the State Governments/UTs based on the common needs of MSEs in district. Such proposals are considered by the Ministry as per the extant scheme guidelines. At present, no proposal for a dedicated cluster development project covering traditional industries such as handicrafts, brass work or rice mill machinery manufacturing in Thanjavur district has been received from the State Government.

PM VISHWAKARMA SCHEME

854. SHRI B. Y. RAGHAVENDRA:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the salient features of the PM Vishwakarma Scheme and the progress made thereunder since its launch;

(b) the number of registered beneficiaries under the Scheme, indicating the number of beneficiaries who have received Skill Upgradation Training, Toolkit Incentive and collateral-free credit State-wise and district-wise in Karnataka;

(c) the total amount of credit sanctioned and disbursed under the Scheme, State-wise, including for Shivamogga district in Karnataka;

(d) the initiatives undertaken to provide market access to beneficiaries through Government eMarketplace (GeM), e-commerce platforms, exhibitions, branding and quality certification; and

(e) the measures taken to increase enrolment, awareness and saturation of benefits among eligible artisans, particularly in rural and semi-urban areas?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) PM Vishwakarma scheme was launched on 17.09.2023 to provide end-to-end holistic support to artisans and craftspeople of 18 traditional trades who work with their hands and tools. The scheme covers 18 trades, namely: Carpenter, Boat Maker, Armourer, Metal Artisan, Tool Kit Maker, Locksmith, Goldsmith, Potter, Sculptor/Stone Worker, Cobbler/Footwear Artisan, Mason, Basket/Mat/Broom Maker, Toy Maker (Traditional), Barber, Garland Maker, Washerman, Tailor and Fishing Net Maker.

Salient features of PM Vishwakarma:

i. Recognition: Recognition of artisans and craftspeople through PM Vishwakarma certificate and ID card.

ii. Skill Upgradation: Basic Training of 5-7 days and Advanced Training of 15 days or more, with a stipend of Rs. 500 per day and transport allowance of Rs 1000.

iii. Toolkit Incentive: A toolkit incentive of upto Rs. 15,000 through e-vouchers after Basic Skill Training.

iv. Credit Support: Collateral free 'Enterprise Development Loans' of upto Rs. 3 lakh in two tranches of Rs. 1 lakh and Rs. 2 lakh with tenures of 18 months and 30 months, respectively, at a concessional rate of interest fixed at 5%, with Government of India subvention to the extent of 8%.

v. Incentive for Digital Transaction: An amount of Re. 1 per eligible digital transaction, upto maximum 100 eligible transactions monthly will be provided to the beneficiary for digital pay-out or receipt.

vi. Marketing Support: Marketing support in the form of quality certification, branding, onboarding on e-commerce platforms such as GeM, advertising, publicity and other marketing activities to improve linkage to value chain.

(b) The number of registered beneficiaries under PM Vishwakarma, Skill Upgradation Training, Toolkit Incentive and collateral-free credit State-wise and district-wise in Karnataka is given in the enclosed **Statement-I.**

(c) State-wise, total amount of credit sanctioned and disbursed is given in the enclosed **Statement-II.**

Further, the total amount of credit sanctioned and disbursed in Shivamogga district of Karnataka is as follows:

(Rs. in Lakh)

District Name	Loan Sanction Amount	Loan Disbursed amount
Shivamogga	4758.95	3863.84

(d) Under PM Vishwakarma scheme, Ministry of MSME has initiated comprehensive marketing support measures to enhance market access for Vishwakarma artisans through online platforms and physical exhibitions. It includes onboarding of PM Vishwakarmas on Government e-Marketplace (GeM), Open Network for Digital Commerce (ONDC) and reputed e-commerce platforms. More than 30,000 beneficiaries have been onboarded on GeM, over 1,700 artisans have been onboarded on ONDC and 160 artisans have been onboarded on e-commerce platforms. As on date, 82 trade fairs and 37 State-level PM Vishwakarma exhibitions have been organised across country.

(e) In order to ensure equitable access to the scheme for all artisans and craftsmen, Ministry of Micro, Small and Medium Enterprises has undertaken a series of initiatives to spread awareness about PM Vishwakarma scheme. Till 2025-26, more than 760 awareness programmes/camps, over 50 workshops, 50 trade fairs, 34 State-level exhibitions and more than 50 flash mobs have been organized across the country, rural and semi-urban areas.

In addition, for this financial year, 739 Awareness programmes have been allocated to the field formations of the Ministry of MSME to disseminate awareness in local languages under the scheme in collaboration with State Governments/ UT Administrations.

The Ministry has also undertaken extensive publicity through social media campaigns, radio jingles on All India Radio, newspaper advertisements, hoardings, digital displays and audio announcements in local languages at various public locations. To further enhance accessibility and ensure wider outreach, PM Vishwakarma Guidelines and Handbook for various trades have been translated into 12 regional languages is available in public domain.

STATEMENT-I

(a) State-wise number of registered beneficiaries, Skill Upgradation Training, Toolkit Incentive and collateral-free credit under PM Vishwakarma

State/U.T.	No. of Successful Registration	Basic Training completed	No. of Loan Sanctioned	Toolkits Delivered
ANDHRA PRADESH	2,22,947	1,79,245	59,788	1,07,428
ARUNACHAL PRADESH	7,196	1,868	297	94
ASSAM	1,18,861	97,740	16,072	66,700
BIHAR	1,62,053	1,19,543	26,423	71,581
CHHATTISGARH	1,16,442	82,481	11,857	59,134
GOA	18,575	12,138	1,350	7,407
GUJARAT	2,14,064	1,86,721	51,115	1,56,254
HARYANA	41,366	33,372	8,049	22,260
HIMACHAL PRADESH	19,701	13,175	2,213	7,868
JHARKHAND	43,737	31,865	7,059	21,847
KARNATAKA	5,72,108	4,89,114	1,30,750	3,84,997
KERALA	22,344	13,776	58,84	6,623
MADHYA PRADESH	2,78,022	2,28,393	59,461	1,55,262
MAHARASHTRA	2,83,298	2,17,512	65,029	1,60,884
MANIPUR	18,132	11,869	2,312	2,543
MEGHALAYA	4,725	885	83	189

MIZORAM	3,397	1,409	103	147
NAGALAND	4,550	2,035	426	140
ODISHA	1,06,312	85,937	19,768	61,066
PUNJAB	13,040	8,506	1,920	3,370
RAJASTHAN	2,51,982	2,20,421	64,976	1,76,140
SIKKIM	3,407	1,905	452	534
TELANGANA	89,040	67,370	29,574	39,646
TRIPURA	20,273	15,980	4,573	6,783
UTTAR PRADESH	1,78,031	1,46,398	17,539	88,573
UTTARAKHAND	20,357	12,971	1,538	7,529
ANDAMAN & NICOBAR ISLANDS	1,057	609	141	283
CHANDIGARH	775	332	86	89
DELHI	2,619	1,015	225	117
JAMMU AND KASHMIR	1,54,881	1,37,421	14,844	1,12,138
LADAKH	4,189	2,758	629	2,297
LAKSHADWEEP	697	459	19	42
PUDUCHERRY	902	270	174	63
THE DADRA AND NAGAR HAVELI AND DAMAN & DIU	918	634	178	434
Grand Total	**30,00,000**	**24,26,127**	**6,04,907**	**17,30,462**

Tamil Nadu has not yet Constituted State Monitoring Committee and District Implementation Committee under PM Vishwakarma

West Bengal has Constituted State Monitoring Committee and District Implementation Committee during May, 2026

(b) District-wise number of registered beneficiaries, Skill Upgradation Training, Toolkit Incentive and collateral-free credit in Karnataka under PM Vishwakarma

District	Successful Registration	Basic Training completed	No. of Loan Sanctioned	Toolkit Delivered
Bagalkote	3,877	3,053	1,044	2,124
Ballari	23,817	20,838	4,994	18,455

Belagavi	25,503	20,727	5,075	16,769
Bengaluru rural	7,801	6,053	1,734	4,137
Bengaluru urban	15,026	10,473	3,594	5,327
Bidar	32,975	27,801	5,790	25,699
Chamarajanagar	30,016	27,066	5,803	19,406
Chikkaballapura	21,890	18,674	3,441	16,500
Chikkamagaluru	7,131	6,054	2,563	4,047
Chitradurga	39,933	35,011	7,902	33,022
Dakshina kannada	7,254	5,841	3,695	4,854
Davanagere	21,998	19,806	6,208	16,364
Dharwad	13,301	1,16,88	3,265	7,650
Gadag	6,451	5,457	1,781	4,052
Hassan	11,213	9,689	3,246	7,301
Haveri	6,930	5,726	1,701	4,048
Kalaburagi	12,334	10,883	1,950	7,555
Kodagu	2,623	2,074	1,169	864
Kolar	38,204	31,839	8,011	28,144
Koppal	17,423	14,828	3,532	13,536
Mandya	22,410	19,263	4,759	12,386
Mysuru	34,868	30,584	6,390	22,761
Raichur	25,371	22,479	6,124	20,402
Ramanagara	9,377	8,552	2,717	5,948
Shivamogga	16,158	14,248	5,300	10,429
Tumakuru	65,284	58,042	14,177	40,468
Udupi	7,912	6,774	4,160	5,957
Uttara kannada	13,186	9,811	4,405	6,103
Vijayanagara	15,591	12,573	3,505	11,206
Vijayapura	1,674	1,018	239	432
Yadgir	14,577	12,189	2,476	9,051
Total (Karnataka)	**5,72,108**	**4,77,531**	**1,30,750**	**3,84,997**

STATEMENT-II

State-wise, total amount of credit sanctioned and disbursed under PM Vishwakarma

Rs. in Lakh

State/ UT name	Loan Sanction Amount	Loan Disbursed Amount
ANDHRA PRADESH	48,399.70	37,783.95
ARUNACHAL PRADESH	271.84	222.76
ASSAM	15,012.18	13,282.85
BIHAR	22,469.02	18,832.78
CHHATTISGARH	9,898.46	7,451.62
GOA	1,214.18	904.47
GUJARAT	45,784.40	36,245.30
HARYANA	7,477.63	6,628.89
HIMACHAL PRADESH	2,088.30	1,910.36
JHARKHAND	4,866.21	3,978.79
KARNATAKA	103,429.38	79,415.03
KERALA	5,409.17	5,146.78
MADHYA PRADESH	53,908.84	47,475.07
MAHARASHTRA	55,970.05	46,013.74
MANIPUR	2,135.99	1,897.95
MEGHALAYA	70.15	39.20
MIZORAM	95.70	65.10
NAGALAND	414.83	393.10
ODISHA	16,491.04	14,796.19
PUNJAB	1,747.21	1,620.52
RAJASTHAN	57,661.10	53,316.60
SIKKIM	428.11	377.31
TELANGANA	27,820.18	25,547.92
TRIPURA	3,952.53	3,652.24
UTTAR PRADESH	15,304.99	12,838.42
UTTARAKHAND	1,375.98	1,197.00
ANDAMAN AND NICOBAR ISLANDS	120.69	112.36
CHANDIGARH	76.75	69.03

DELHI	189.28	179.43
JAMMU AND KASHMIR	13,734.77	8,619.88
LADAKH	622.52	594.17
LAKSHADWEEP	15.30	15.30
PUDUCHERRY	166.29	164.29
THE DADRA AND NAGAR HAVELI AND DAMAN AND DIU	158.25	151.25
Grand Total	518,780.99	430,939.63

Tamil Nadu has not yet Constituted State Monitoring Committee and District Implementation Committee under PM Vishwakarma
West Bengal has Constituted State Monitoring Committee and District Implementation Committee during May, 2026

CSR PROJECTS UNDERTAKEN BY PSUS IN TAMIL NADU

855. SHRIMATI KANIMOZHI KARUNANIDHI:

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

(a) the total number and details of Corporate Social Responsibility (CSR) projects undertaken by Public Sector Undertakings (PSUs) under the Ministry of Power in Tamil Nadu during the last five years along with their location, sector and nature of work;

(b) the funds allocated, released and utilised for CSR projects by these PSUs in each State during the last five years, State-wise, year-wise and PSU-wise;

(c) the timelines fixed for completion of major CSR projects in Tamil Nadu; and

(d) whether any delays or cost overruns have been reported and if so, the details thereof?

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

(a) and (b) The Central Public Sector Enterprises (CPSEs) under the administrative control of the Ministry of Power undertake Corporate Social Responsibility (CSR) activities in accordance with the provisions of Section 135 of the Companies Act, 2013, CSR policy of respective CPSE, Department of Public Enterprises (DPE) guidelines & amendments issued from time to time in this regard. The company wise details of CSR activities undertaken and funds spent are made available on the respective websites of CPSEs and Ministry of Corporate Affairs' CSR Portal i.e. www.csr.gov.in, in compliance with disclosure requirements under the Companies Act, 2013 and the Rules made there under.

(c) and (d) The timelines for completion of major CSR projects undertaken by CPSEs under the administrative control of the Ministry of Power are fixed by the respective CPSEs based on the nature, scope and execution requirements of each project and in accordance with extant rules/ policies/guidelines. No systemic delays or cost overruns have been reported in respect of CSR projects in Tamil Nadu.

MSME SCHEMES IN MUMBAI

856. SHRI SANJAY DINA PATIL:
PROF. VARSHA EKNATH GAIKWAD:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether the Government has implemented the Micro, Small and Medium Enterprises Champions Scheme, Prime Minister's Employment Generation Programme (PMEGP) and the Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) in Mumbai and if so, the details thereof;

(b) the number of MSMEs in Mumbai that have benefited under these schemes during the last three years and the current year, along with the financial assistance sanctioned and disbursed;

(c) whether the Government has assessed the impact of these schemes on employment generation, entrepreneurship development, credit access, business expansion and exports in Mumbai and if so, the details thereof;

(d) whether the Government proposes to expand the coverage of these schemes to support more MSMEs, startups, women and young entrepreneurs in Mumbai and if so, the details thereof; and

(e) the measures being taken to strengthen access to institutional credit, technology upgradation, digitalisation, skill development and market linkages to enhance the growth and competitiveness of MSMEs in Mumbai?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (e) The Government implements the Micro, Small and Medium Enterprises (MSME) Champions Scheme, Prime Minister's Employment Generation Programme (PMEGP) and Credit Guarantee Scheme for Micro and Small Enterprises (CGS-MSE), across the country, including Mumbai. However, being Central Sector Schemes, the funds are not allocated State/UT-wise. The details of beneficiaries in Mumbai are given in the enclosed **Statement-I**.

The schemes /programmes of the Ministry of Micro, Small and Medium Enterprises are periodically evaluated to assess their impact across the country. PMEGP and Credit Guarantee Scheme have contributed to employment generation, entrepreneurship development, credit access, business expansion and exports of MSMEs in Mumbai, the details of employment generated through these schemes in Mumbai during last three years and current year is given in the enclosed **Statement-II**.

Further, Government keeps expanding the coverage and reach of these schemes, based on periodic review, to extend benefits to more MSMEs, start-ups, women and young entrepreneurs, including in Mumbai. However, no impact assessment for these schemes have been done for Mumbai.

The Ministry implements various schemes /programmes to enhance the growth and competitiveness of MSMEs. The Entrepreneurship and Skill Development Programme (ESDP), Technology Centres, and the NSIC

Technical Services Centre (NTSCs) of the National Small Industries Corporation Ltd. (NSIC) provide entrepreneurship, skill development, and capacity-building programmes for prospective and existing entrepreneurs. The Procurement and Marketing Support (PMS) Scheme facilitates market access and market linkages for MSMEs.

STATEMENT-I

Brief Progress of the MSME schemes in Mumbai during last three years and current year is as under:

A. MSME Champion Scheme:

The achievement under each sub-component in the District Mumbai since launch of the scheme is mentioned below:

1. MSME Sustainable (ZED) Certification Scheme

Bronze Certified	Silver Certified	Gold Certified	Total Certifications
368	13	6	387

2. MSME Competitive (LEAN) Scheme

Registrations	Basic Certified	Intermediate Registered	Intermediate Certified
103	55	3	0

3. MSME Innovative Scheme

3(a)Incubation

Host Institutes& Ideas Approved in the District Mumbai:

Host Institute Approved	Ideas Approved
6	11

3(b) Design

Design Projects Approved in the District Mumbai: Nil

3(c) Intellectual Property Rights (IPR)

IPR reimbursement & Intellectual Property Facilitation Centres (IPFCs) approved in the District Mumbai:

No. of IP Reimbursement	IPFC Approved
74	2

B. Prime Minister's Employment Generation Programme (PMEGP):

Financial Year	Overall		
	No. of Micro Enterprises Assisted	Margin Money Subsidy (in Lakh)	Estimated Employment Generated
2023-24	57	193.99	513
2024-25	31	138.84	279
2025-26	55	192.83	495
2026-27(till 20.07.2026)	12	22.98	108

C. Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE)

The details of guarantees extended to Micro and Small Enterprises (MSEs) in Mumbai under Credit Guarantee Scheme (CGS) operationalized

through Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) are as below:

CGTMSE - Guarantees approved - MUMBAI									
		FY 2023-24		FY 2024-25		FY 2025-26		FY 2026-27 Till June 30, 2026	
Sr No	District	No. of guarantees approved	Amount approved (Rs. Crore)	No. of guarantees approved	Amount approved (Rs. Crore)	No. of guarantees approved	Amount approved (Rs. Crore)	No. of guarantees approved	Amount approved (Rs. Crore)
1	Mumbai	14,845	4,276	44,451	11,736	33,406	12,632	5,214	2,561
2	Mumbai Suburban	3,525	781	2,080	595	2,976	828	773	178
	TOTAL	**18,370**	**5,056**	**46,531**	**12,332**	**36,382**	**13,460**	**5,987**	**2,740**

STATEMENT-II

The details of employment generated in Mumbai during last three years and current year through CGS-MSE [operationalized through (CGTMSE)] and PMEGP schemes are as under:

CGTMSE – Estimated Employment Generated – Mumbai & Mumbai Suburban District	
F.Y.	**Employment in Lakh**
2023-24	1.13
2024-25	5.48
2025-26	2.63

2026-27 (till 30.06.2026)	0.65
PMEGP – Estimated Employment Generated – Mumbai District	
F.Y.	**Estimated Employment Generated**
2023-24	513
2024-25	279
2025-26	495
2026-27(till 20.07.2026)	108

UPGRADATION OF CHENNAI INTERNATIONAL AIRPORT

857. THIRU DAYANIDHI MARAN:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Union Government has assessed the reasons for Chennai International Airport's declining passenger traffic and national ranking despite being one of India's oldest and busiest aviation hubs and if so, the details thereof;

(b) the steps taken to augment capacity, improve passenger amenities, modernise airside infrastructure and reduce runway congestion at Chennai International Airport during the last five years along with the funds spent and the present status of these works;

(c) whether the Government has assessed the impact of airline route suspensions, limited slot availability and infrastructure constraints on Chennai's

domestic and international connectivity and if so, the details thereof including the measures taken to restore the lost services;

(d) the reasons for the delay in completing the ongoing integrated terminal and parallel taxiway projects and the revised timeline fixed therefor; and

(e) the long-term strategy of the Government to ensure that Tamil Nadu's principal aviation gateway remains globally competitive and does not lose traffic and investments to other metropolitan airports due to inadequate infrastructure planning?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) There has been no decline in passenger traffic at Chennai International Airport and the airport has consistently retained its position as the fifth busiest airport in the country in terms of passenger traffic since FY 2022-23.

(b) The Airports Authority of India has undertaken the expansion and modernization of Chennai Airport in two phases at a total cost of Rs. 2467 crore. Under Phase-I, a New Integrated Terminal Building has been constructed, increasing the airport's passenger handling capacity from 23 Million Passengers Per Annum (MPPA) to 30 MPPA. The terminal has been operational since 08.07.2023. Phase-II involves the development of Terminal-3, which will enhance the airport's capacity to 35 MPPA. An expenditure of Rs. 1762.08 crore has been incurred on the project up to June 2026. Further, to enhance airside infrastructure and improve operational efficiency, AAI has

completed various airside infrastructure works, including Rapid Exit Taxiways (RETs), taxi tracks, link taxiways etc. at a total cost of Rs. 236.75 crore during the last five years.

(c) No limitation regarding availability of slots has been observed at Chennai airport and no request for slot allocation by any airline is pending with AAI. Since deregulation of the domestic aviation sector in March 1994, airlines determine their aircraft deployment and route network based on operational and commercial viability. Accordingly, introduction of air services is at the discretion of the airlines. International air services are governed by the bilateral Air Services Agreements (ASAs) between India and the respective countries, commercial viability, passenger demand, slot availability, operational feasibility, and other associated factors.

(d) The modernization of Chennai Airport has faced delays primarily due to unforeseen natural calamities, including the COVID-19 pandemic, multiple cyclones, and unusually high rainfall. The revised timeline for completion of the project is December 2026.

(e) AAI continuously upgrades and augments infrastructure at Chennai International Airport to enhance operational efficiency, improve passenger experience and meet future traffic requirements.

METRO RAIL EXPANSION AND URBAN MASS TRANSIT PROJECTS IN RANCHI

858. SHRI KALI CHARAN SINGH:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the present status of metro rail or other urban mass transit projects proposed in Jharkhand particularly in Ranchi;

(b) whether any feasibility study or Detailed Project Report (DPR) has been prepared in this regard and if so, the details thereof;

(c) whether the Union Government has received any proposal from the State Government of Jharkhand for financial assistance under the Metro Rail Policy or any urban transport scheme for metro rail expansion or other modern mass transit systems and if so, the details and the present status thereof; and

(d) the steps being taken by the Government to improve urban mobility, reduce traffic congestion and strengthen integrated public transport and last-mile connectivity in Ranchi and other major cities of Jharkhand along with the timeline fixed for implementation of the proposed projects?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (d) Urban Transport is an integral part of Urban Development, which is a state subject, therefore, planning and development of UrbanTransport including Metro Rail Project is done by respective State Governments. Central Government considers financial assistance to these projects, as per Metro Rail Policy, 2017, depending on feasibility of the proposal and availability of

resources as and when posed by the concerned State Governments. Ministry has not received any proposal seeking financial assistance for construction of metro rail project in Ranchi in the last 5 years. Further, Government of Jharkhand has not participated in the PM-eBus Sewa scheme, which is aimed at strengthening public transport and last-mile connectivity.

मोहन नगर वायु सेना नागरिक विमानपत्तन से उड़ानें

859. श्री अरुण गोविलः

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे किः

(क) मोहन नगर वायु सेना नागरिक विमानपत्तन, गाजियाबाद के संचालन की शुरुआत के पश्चात् से सफलतापूर्वक संचालित की गई उड़ानों की कुल संख्या कितनी है;

(ख) उक्त विमानपत्तन से संचालन की शुरुआत के बाद से रद्द की गई उड़ानों की कुल संख्या कितनी है;

(ग) उड़ानों के इस तरह रद्द होने के कारण प्रभावित हुए यात्रियों की कुल संख्या कितनी है;

(घ) प्रभावित हुए उन यात्रियों की कुल संख्या कितनी है जिन्हें मुआवजा दिया गया, और इसके लिए भुगतान की गई मुआवजे की कुल राशि कितनी है;

(ङ) क्या यह सच है कि जब इंदिरा गांधी अंतर्राष्ट्रीय विमानपत्तन, दिल्ली से उड़ानें संचालित होती हैं, तो हिंडन विमानपत्तन से उड़ानों को खराब मौसम का हवाला देकर रद्द कर दिया जाता है, और यदि हाँ, तो इसके क्या कारण हैं; और

(च) इस संबंध में वायु सेना की परिचालन प्रक्रियाओं में सुधार के लिए क्या कार्य योजना है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोल):

(क) से (च) हिंडन हवाईअड्डे के उद्घाटन के बाद से, कुल 15,800 विमान संचलन हुए हैं। एयरलाइनों द्वारा साधारणतः उड़ानों का परिचालन अनुमोदित अनुसूची के अनुसार किया जाता है। तथापि, कई बार प्रतिकूल मौसम की स्थिति, तकनीकी मुद्दे, परिचालन संबंधी बाधाएं, हवाई यातायात नियंत्रण (एटीसी) प्रतिबंध, रैंप में भीड़भाड़, हवाईअड्डे से संबंधित मुद्दे, या अन्य कारणों जैसे असाधारण परिस्थितियों, जिन्हें एयरलाइन द्वारा सभी उचित उपाय किए जाने पर भी टाला नहीं जा सकता, के कारण उड़ानें विलंबित या रद्द होती हैं।

उड़ान में देरी/उड़ान रद्द होने के कारण हवाई यात्रियों की उचित सुरक्षा सुनिश्चित करने के लिए, नागर विमानन महानिदेशालय (डीजीसीए) ने नागर विमानन अपेक्षाएं (सीएआर) खंड-3, श्रृंखला-एम, भाग-IV, शीर्षक "बोर्डिंग से इनकार, उड़ान रद्द होने और उड़ानों में देरी के कारण एयरलाइनों द्वारा यात्रियों को प्रदान की जाने वाली सुविधाएं", जारी की है।

EXEMPTION TO CHINESE COMPANIES TO PARTICIPATE IN POWER PROJECTS

860. SHRI KISHORI LAL:

PROF. SOUGATA RAY:

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

(a) whether the Government has granted any exemptions or special permissions to Chinese companies to participate in power generation, transmission or distribution projects in the country;

(b) if so, the details thereof, company-wise and project-wise and the reasons for granting such exemptions;

(c) whether any exemptions have been granted from security clearance requirements to Chinese firms or their subsidiaries for participation in power sector projects;

(d) if so, the details thereof and if not, the reasons therefor;

(e) whether the Government has undertaken any national security assessment before allowing Chinese companies to participate in critical power infrastructure projects and if so, the details of the assessment framework; and

(f) the details of Chinese investments, joint ventures or technology collaborations presently existing in the Indian power sector, indicating the nature of investment, project location and current status?

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

(a)and (b) The Government has recently allowed following four entities, having substantial ownership by entities from land border sharing countries, for participation in the procurement bids for power projects for a period of two years w.e.f. 24.06.2026, subject to such entities complying with the prescribed domestic content requirements:

i. M/s TBEA Energy India Pvt. Ltd.
ii. M/s Nanjing Electric India Pvt. Ltd.
iii. M/s New Northeast Electric India Private Limited
iv. M/s Taikai Electric (India) Pvt. Ltd.

This would enhance competition, promote price stability, and address supply constraints, while supporting the objectives of the Atmanirbhar Bharat initiative.

(c) to (e) The products manufactured at such India-based facilities are subject to mandatory testing and certification as per Indian Standards by designated certifying agencies. Adequate safeguards, including required compliance with applicable cyber security standards and guidelines, are in place to address national security concerns, while facilitating competitive procurement.

(f) The details of entities, having substantial ownership by entities from land border sharing countries, as available with Ministry of Power, is given in the enclosed **Statement**.

STATEMENT

Details of entities, having substantial ownership by entities from land border sharing countries presently existing in the Indian power sector

Sl. No.	Entities	Major equipment manufactured	Location
1.	TBEA Energy (India) Private Limited	Power Transformers & Reactors	Vadodara district, Gujarat
2.	New Northeast Electric India Private Limited	Gas Insulated Switchgear	Anakapalli district (near Visakhapatnam), Andhra Pradesh
3.	Taikai Electric (India) Private Limited	Gas Insulated Switchgear	Vadodara district, Gujarat

4.	Pinggao Group Power India Private Limited	Gas Insulated Switchgear	Sanand, Ahmedabad district, Gujarat
5.	ZTT India Private Limited	OPGW	Tirupati District, Andhra Pradesh
6.	Nanjing Electric India Private Limited	Insulator	Nashik district, Maharashtra
7.	G.K. Xianghe Electricals Private Limited	Insulator	Mandideep, Raisen District, Madhya Pradesh

CENTRAL BUDGETARY ASSISTANCE FOR MAHANADI-RUSHIKULYA INTERLINKING PROJECT

861. DR. PRADEEP KUMAR PANIGRAHY:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has received any proposal for Central Budgetary Assistance or external funding assistance for implementation of the Mahanadi–Rushikulya Interlinking Project in Odisha and if so, the details thereof;

(b) the details of the financial allocations considered or approved for the said project under the current fiscal plan; and

(c) the status of coordination with the Ministry of Jal Shakti regarding techno-economic clearance of the project and the fund release timelines for this water resource security initiative?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) The Ministry has not received any proposal from the Government of Odisha seeking Central Budgetary Assistance or external funding support for the implementation of the Mahanadi–Rushikulya Interlinking Project.

(b) and (c) In the absence of any proposal regarding financial assistance or techno-economic appraisal of the Mahanadi–Rushikulya Interlinking Project, the questions regarding financial allocation, techno-economic clearance, and timelines for release of funds do not arise.

BENEFICIARIES UNDER PMAY-U 2.0 IN MAHARASHTRA

862. SHRI BALWANT BASWANT WANKHADE:

SHRIMATI SUPRIYA SULE:

SHRI DHAIRYASHEEL RAJSINH MOHITE -PATIL:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Government has recently undertaken large-scale programmes in some States under Pradhan Mantri Awas Yojana - Urban (PMAY-U) 2.0 for sanction of houses and Grih Pravesh of beneficiaries and if so, the details thereof;

(b) the number of beneficiaries in Maharashtra who have been sanctioned houses under Pradhan Mantri Awas Yojana - Urban (PMAY-U) 2.0 and the amount of Central assistance released to the State during each of the last three years;

(c) the details of completed houses and beneficiaries who have undertaken Grih Pravesh in Maharashtra under Pradhan Mantri Awas Yojana - Urban (PMAY-U) 2.0, district-wise;

(d) whether the Government proposes to organise similar large-scale beneficiary outreach and housing distribution programmes in Maharashtra and if so, the details thereof; and

(e) the measures taken to expedite approvals, release of funds and completion of affordable housing projects in Maharashtra to achieve the objective of "Housing for All" within the stipulated timeframe?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (e) ‘Land’ and ‘Colonization’ are State subjects. Therefore, all schemes related to housing for their citizens are implemented by States/Union Territories (UTs) in their respective areas. However, Ministry of Housing and Urban Affairs (MoHUA) supplements the efforts of States/UTs by providing Central Assistance under Pradhan Mantri Awas Yojana – Urban (PMAY-U) since June 25, 2015 to provide pucca houses to all eligible urban beneficiaries across the country.

Based on the learnings from the experiences of implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 ‘Housing for All’ Mission with effect from 01.09.2024 for implementation in urban areas across the country to support 1 crore additional eligible beneficiaries. PMAY-U 2.0 is implemented through four verticals i.e.,

Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS).

PMAY-U and PMAY-U 2.0 adopt a demand driven approach wherein States/Union Territories (UTs) assess the requirement through their Urban Local Bodies (ULBs)/Implementing Agencies in their respective jurisdictions. Eligible citizens are also allowed to apply through Unified Web Portal of PMAY-U 2.0 with all details on the portal. States/UTs/ULBs validate the beneficiaries as per the eligibility criteria of the scheme guidelines and selection/scrutiny of beneficiary lists are done by the States/UTs. The Scheme Guidelines and Unified Web Portal for submitting the online applications can be accessed through https://pmay-urban.gov.in.

Based on the demand survey and selection of beneficiaries, the project proposals are prepared and approved by the State Level Sanctioning and Monitoring Committee (SLSMC) headed by the Chief Secretary of States/UTs for further consideration of release of Central Assistance by the Central Sanctioning and Monitoring Committee (CSMC).

Central assistance under PMAY-U & PMAY-U 2.0 is released to States/UTs in three installments of 40%, 40% and 20%. The release of Central assistance is incumbent upon fulfillment of mandatory compliances by the concerned States/UTs as per operational guidelines and other instructions issued by Ministry of Finance. Due installment of Central assistance is released as soon as requisite compliances are achieved in sanctioned projects, to concerned State Government for transferring it along with matching

state share to the identified beneficiaries for construction of houses under the scheme.

Based on the project proposal submitted by State of Maharashtra, a total of 13.84 lakh houses including 1.98 lakh under PMAY-U 2.0 have been sanctioned by the Ministry, so far. Out of which 12.16 lakh houses have been grounded and 10.74 lakh are completed/delivered to the beneficiaries. The total houses sanctioned under PMAY-U and PMAY-U 2.0 and the amount of Central assistance released to the State during each of the last three years is given in the enclosed **Statement-I.** The district wise details of the houses sanctioned, grounded and completed/delivered to the beneficiaries under PMAY-U and PMAY-U 2.0 in Maharashtra is given in the enclosed **Statement-II.**

The Ministry conducts regular review with the States/UTs on progress of the scheme including timely submission of compliances by States/UTs for subsequent release of Central Assistance and its utilization and expedite completion of sanctioned houses within the stipulated timeline.

PMAY-U 2.0 supports States/UTs for formulation and implementation of ‘Affordable Housing Policies’ to incentivize private sector participation through appropriate regulatory, fiscal and institutional measures to make the housing stock affordable in urban areas. The Scheme Guidelines can be accessed at https://pmay urban.gov.in.

Ministry of Housing and Urban Affairs (MoHUA) advises all States/UTs including Maharashtra to conduct various outreach programmes/ campaigns

for creating awareness. States/UTs are encouraged to organize awas mela, regional sanction-letter distribution camps and mass Grih Pravesh ceremonies, etc. to publicly celebrate the completion of homes while encouraging local community participation. However, a database of such outreach activities is not maintained centrally.

STATEMENT-I

Details of Physical and Financial progress in Maharashtra under PMAY-U & PMAY-U 2.0

Sr. No.	Particulars		PMAY-U & PMAY-U 2.0
1	Houses Sanctioned (Nos)		13,84,240
2	Houses Grounded (Nos)		12,16,585
3	Houses Completed/Delivered (Nos)		10,74,552
4	Central Assistance Sanctioned (₹ in Crore)		25,358.64
5	Central Assistance Released (₹ in Crore)	Since Inception	20,446.20
		2023-24	1,542.86
		2024-25	313.56
		2025-26	305.71

STATEMENT-II

District wise Physical progress of houses in the State of Maharashtra under PMAY-U & PMAY-U 2.0

(Nos)

Sr.No.	District	Overall in PMAY-U & PMAY-U 2.0		
		Houses Sanctioned	Grounded	Completed
1	Ahilyanagar	26,817	22,585	21,558
2	Akola	16,154	13,072	11,412
3	Amravati	39,198	23,557	20,025
4	Beed	20,571	15,136	10,946
5	Bhandara	7,010	5,771	4,793
6	Buldhana	10,349	7,730	6,775
7	Chandrapur	14,462	9,328	7,445
8	Chhatrapati Sambhajinagar	46,267	43,803	28,966
9	Dharashiv	9,965	7,652	6,013
10	Dhule	7,395	6,452	6,153
11	Gadchiroli	7,350	4,975	3,615
12	Gondia	9,515	6,374	4,635
13	Hingoli	14,798	10,514	7,989
14	Jalgaon	32,116	29,827	27,850
15	Jalna	16,550	12,707	9,450
16	Kolhapur	15,396	14,228	13,605
17	Latur	18,329	14,895	12,001
18	Mumbai Suburban	1,41,652	1,41,652	1,41,652
19	Nagpur	77,508	59,701	47,235

20	Nanded	30,192	24,391	19,440
21	Nandurbar	4,872	3,859	3,187
22	Nashik	72,156	70,814	69,712
23	Palghar	53,016	52,806	46,306
24	Parbhani	25,568	19,730	12,053
25	Pune	2,41,970	2,18,622	2,11,547
26	Raigad	67,099	64,576	52,942
27	Ratnagiri	4,322	4,215	4,133
28	Sangli	12,469	11,131	10,073
29	Satara	19,620	14,940	12,904
30	Sindhudurg	1,959	1,812	1,338
31	Solapur	57,787	55,443	33,130
32	Thane	2,26,868	1,96,734	1,83,305
33	Wardha	10,145	8,797	7,455
34	Washim	5,826	4,077	3,449
35	Yavatmal	18,969	14,679	11,460
Total		**13,84,240**	**12,16,585**	**10,74,552**

BHANDARA-DEORI SECTION UNDER NH-53

863. DR. PRASHANT YADAORAO PADOLE:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government is aware that the National Highway (NH)-53 (Old NH-6) Bhandara–Deori section in Maharashtra executed under the BOT model by Ashoka Highways Bhandara Limited allegedly deviated from the

original concession agreement by not constructing four Vehicular Underpasses (VUPs) and about eight kilometres of the approved road length, if so, the details thereof;

(b) whether as a result of these deficiencies, an amount of nearly 100 crore became recoverable from the concessionaire by the National Highways Authority of India (NHAI), if so, the details thereof;

(c) whether the NHAI failed to initiate recovery proceedings for nearly ten years despite the contractual violations, thereby allegedly extending undue financial benefit to the concessionaire; and

(d) if so, the details thereof and the reasons for such delay, the officials held accountable and the corrective and punitive measures taken by the Government?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Certain works comprising 4 Vehicular Underpasses (VUPs) and 7.944 km of four-laning in the forest stretch could not be executed during the concession period due to non-availability of forest and wild-life clearance. Accordingly, the scope of the Build-Operate-Transfer (BOT) Concession signed with M/s Ashoka Highways Bhandara Limited was amended in accordance with the provisions of the Concession Agreement. The financial and contractual implications of the de-scoped works were finalized under the Settlement Agreement dated 27.04.2022 signed between National Highways Authority of India (NHAI) and the Concessionaire.

(b) The financial implications relating to the de-scoped works included Rs. 10.49 crore towards four VUPs/associated structures and an estimated construction cost of Rs. 55.63 crore for four-laning of the 7.944 km forest stretch, was duly adjusted / set off against the settlement amount payable by NHAI.

(c) and (d) The issues relating to Change of Scope, toll revenue compensation and other contractual claims / counter-claims of the NHAI have been resolved through Settlement Agreement dated 27.04.2022 in accordance with the provisions of the Concession Agreement and after due legal process.

UPGRADATION OF NH-373

864. SHRI SHREYAS M. PATEL:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government is aware of the deteriorated condition of National Highway (NH) -373 between Arsikere and Huliyar in Hassan district, Karnataka, if so, the details thereof;

(b) whether any proposal has been received for the strengthening, widening, reconstruction or comprehensive upgradation of this stretch of NH-373;

(c) if so, the present status of the proposal including the estimated project cost, length of the road, funding pattern and the expected timeline for approval and its completion;

(d) whether any Detailed Project Report (DPR), technical survey or condition assessment has been carried out for the Arsikere-Huliyar section of NH-373, if so, the details thereof; and

(e) the interim measures taken by the Government to repair potholes, improve road safety, strengthen drainage and prevent accidents on this stretch until permanent reconstruction is completed?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (e) The Government in Ministry of Road Transport and Highways is primarily responsible for the development and maintenance of National Highways of the country. The stretch from Arsikere to Huliyar does not lie on NH-373. Arasikere and Huliyar in Hassan district is connected by State Highway SH-102 from Arasikere to Panchhanahalli hand post (33 km) and further by NH-69 from Panchannahalli hand post to Huliyar (20 km). The stretch of NH-69 from Panchanahalli hand post to Huliyar is 2 lane with paved shoulders (20 km) and is in good condition. Status of NH-373 is given in the enclosed **Statement.**

STATEMENT

Status of NH-373

From (Km)	To (Km)	Present Status
0.000 (AIT Circle)	3.800 (Hiremagaluru)	4-Lane + PS constructed by the State Tourism Department.

		Presently the stretch is covered under Short-term Maintenance Contract (STMC) up to 09.04.2027
3.800 (Hiremagaluru)	4.200 (Heremagaluru ROB)	Presently the stretch is covered under STMC up to 09.04.2027.
4.200 (Hiremagaluru)	5.050 (Karthikere)	STMC work ended in May 2026. To maintain the stretch renewal of wearing course is proposed to be carried out through special repair.
5.050 (Karthikere)	24.560 (Belur)	Special repair is proposed.
24.560 (Belur)	58.125 (Hassan)	Widening to 4L+PS from Km 25.00 To Km 58.60 has been awarded on 16.02.2025. Presently the stretch is to be maintained through STMC.
58.125 (Hassan)	93.680 (Holenarsipura)	The stretch is 4L+PS for which Performance Based Maintenance Contract (PBMC) sanctioned on 31.03.2026.
93.680 (Holenarsipura)	105.780 (Yedegowdanahalli)	The stretch is 2L+PS for which STMC is under sanction.
105.780 (Yedegowdanahalli)	128.080 (Arjunahalli)	Special Repair work approved on 24.06.2026.
128.080 (Arjunahalli)	151.330 (Bilikere)	Special Repair work approved on 24.06.2026.

उत्तर प्रदेश में एमएसएमई

865. श्री लालजी वर्मा:

क्या **सूक्ष्म, लघु और मध्यम उद्यम** मंत्री यह बताने की कृपा करेंगे किः

(क) वर्ष 2019 से 2026 के दौरान उत्तर प्रदेश के अंबेडकर नगर जिले में पंजीकृत और बंद हुई सूक्ष्म, लघु और मध्यम उद्यम (एमएसएमई) इकाइयों की कुल संख्या का वर्ष-वार ब्यौरा क्या है;

(ख) क्या जुलाई 2020 से 31 मार्च, 2026 के बीच देश भर में 1,37,164 एमएसएमई इकाइयां बंद हुई हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) क्या सरकार उक्त जिले में एमएसएमई के दीर्घकालिक स्थायित्व, पुनरुद्धार और रोजगार सृजन के लिए कोई विशेष योजनाएं लागू कर रही है अथवा सहायता पैकेज प्रदान कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) वर्ष 2019 से वर्ष 2026 के दौरान उत्तर प्रदेश के अंबेडकर नगर जिले में पंजीकृत और बंद हो चुके सूक्ष्म, लघु और मध्यम उद्यमों (एमएसएमई) की कुल संख्या निम्नानुसार है:

वर्ष	उद्यम पोर्टल पर पंजीकृत एमएसएमई की संख्या (उद्यम असिस्ट पोर्टल सहित)	बंद हो चुके एमएसएमई की संख्या
2020-21 (दिनांक 01/07/2020 – दिनांक 31/03/2021)	**1,347**	**-**
2021-22	2,904	7
2022-23	10,404	10
2023-24	27,146	23
2024-25	26,947	28
2025-26	22,105	50
कुल	**90,853**	**118**

(ख) जुलाई 2020 में उद्यम पंजीकरण पोर्टल की शुरुआत से लेकर दिनांक 31.03.2026 तक देश भर में बंद हो चुके एमएसएमई की संख्या का ब्यौरा नीचे दिया गया है:

वर्ष	**पंजीकृत एमएसएमई की कुल संख्या**	**बंद हो चुके एमएसएमई की कुल संख्या**
2020-21 (दिनांक 01/07/2020 – दिनांक 31/03/2021)	28,13,741	175
2021-22	50,93,199	6,222
2022-23	85,04,956	13,290
2023-24	2,48,44,435	19,828
2024-25	2,06,03,131	39,446
2025-26	1,83,63,216	62,747
कुल	**8,02,22,678**	**1,41,708**

(ग) सरकार उत्तर प्रदेश के अंबेडकर नगर जिला सहित, देश भर में एमएसएमई के स्थायी विकास, पुनरुद्धार और रोजगार सृजन के लिए कई स्कीमों और कार्यक्रमों को लागू कर रही है, इनमें अन्य योजनाओं के साथ-साथ प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी), सूक्ष्म और लघु उद्यमों (एमएसई) के लिए क्रेडिट गारंटी स्कीम (सीजीएस), सूक्ष्म और लघु उद्यम-क्लस्टर विकास कार्यक्रम (एमएसई-सीडीपी), उद्यमिता कौशल विकास कार्यक्रम (ईएसडीपी), प्रापण और विपणन सहायता स्कीम (पीएमएसएस), अंतर्राष्ट्रीय सहयोग स्कीम, टूल रूम, प्रौद्योगिकी केंद्र प्रणाली कार्यक्रम, राष्ट्रीय एससी/एसटी हब (एनएसएसएच), एमएसएमई चैंपियंस, एमएसएमई कार्यनिष्पादन में वृद्धि और गतिवर्धन (रैम्प) कार्यक्रम, पीएम विश्वकर्मा आदि शामिल हैं।

EXPANSION OF CITY GAS DISTRIBUTION NETWORK IN TELANGANA

866. SHRI KONDA VISHWESHWAR REDDY:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the current status of City Gas Distribution (CGD) projects in Telangana, district-wise;

(b) the details of domestic Piped Natural Gas (PNG) connections, Compressed Natural Gas (CNG) stations and industrial/commercial consumers covered under the CGD network in the State;

(c) whether the Government proposes to expand the CGD network to the uncovered districts and rural areas of Telangana; and

(d) if so, the details thereof including the funds allocated, targets and the timeline fixed for achieving State-wide CGD coverage?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (d) Providing Piped Natural Gas (PNG) connections and establishment of Compressed Natural Gas (CNG) stations is part of the development of City Gas Distribution (CGD) Network, which inter alia include creation of pipeline infrastructure and other facilities for the supply of PNG to domestic, commercial and industrial units and CNG to transport sector which is being carried out by the entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB) as per Minimum Work Program (MWP) and techno-commercial feasibility.

PNGRB has authorized 9 Geographical Areas (GAs) in the state of Telangana (including one GA spread over Telangana and Karnataka) covering

entire state of Telangana (including rural areas) for development of CGD Network. As per MWP targets, authorised entities have to provide approximately 37,62,401 PNG domestic connections, set up 812 CNG Stations and lay 20,504 Inch-Km pipeline infrastructure by 2032 in the State of Telangana. As on 31.05.2026, the authorized CGD entities have provided 2,64,701 PNG domestic connections, 243 PNG commercial connections, 219 PNG industrial connections and established 246 CNG Stations in the state of Telangana. The investment is made by authorised entity in accordance with the authorization by PNGRB and approved work programme. The district wise progress of CGD network in the state of Telangana as on 31.05.2026 is given in the enclosed **Statement**.

STATEMENT

Progress of CGD network in the state of Telangana as on 31.05.2026

Sr. No.	Name of GA	Name of Authorized Entity	Districts Covered	Domestic Connections	Commercial Connections	Industrial Connections	CNG Stations
1	Bhadradri Kothagudem & Khamman Districts	Megha City Gas Distribution Private Limited	Bhadradri Kothagudem District	0	0	0	5
			Khammam District	2144	9	0	8
2	Jagtial, Peddapalli, Karimnagar & Rajanna Sircilla Districts	Indian Oil Corporation Limited	Jagtial District	0	0	0	1
			Karimnagar District	0	0	0	4
			Peddapalli	818	0	0	3

			District				
			Rajanna Sircilla District	0	0	0	1
3	Jangaon, Jayashankar Bhupalpally, Mahabubabad, Warangal Urban & Warangal Rural Districts	Megha City Gas Distribution Private Limited	Jangaon District	0	0	0	1
			Jayashankar Bhupalpally District	0	0	0	1
			Mahbubabad District	0	0	0	1
			Warangal Rural District	3683	12	3	2
			Warangal Urban District	844	0	0	6
4	Medak, Siddipet & Sangareddy Districts	Torrent Gas Limited	Medak District	0	2	15	4
			Sangareddy District	235	3	17	11
			Siddipet District	2629	11	38	6
5	Medchal-Malkajgiri, Ranga Reddy & Vikarabad Districts	Megha City Gas Distribution Private Limited	Medchal-Malkajgiri District	595	7	12	6
			Ranga Reddy District	573	13	19	19
			Vikarabad District	5354	0	0	5
6	Nalgonda Suryapet &		Nalgonda District	229	7	3	11

	Yadadri Bhuvanagiri Districts		Suryapet District	86	25	0	4
			Yadadri Bhuvanagiri District	5936	14	4	8
7	Nizamabad, Adilabad, Nirmal, Mancherial Kumuram Bheem Asifabad and Kamareddy districts	Maharashtra Natural Gas Limited	Adilabad District	0	0	0	4
			Kamareddy District	0	0	0	3
			Kumuram Bheem Asifabad District	0	0	0	0
			Mancherial District	0	0	0	3
			Nirmal District	0	0	0	3
			Nizamabad District	0	0	0	16
8	Jogulamba Gadwal, Nagarkurnool, Mahabubnagar, Narayanpet, Wanaparthy and Yadgir districts	Megha City Gas Distribution Private Limited	Jogulamba Gadwal District	0	0	0	3
			Mahabubnagar District	143	3	8	5
			Nagarkurnool District	0	0	0	1
			Narayanpet District	0	0	0	1
			Wanaparthy District	0	0	0	2
9	Hyderabad	Bhagyanagar Gas	Hyderabad District	22872	2	0	32

		Limited	Medak District	0	0	0	2
			Medchal-Malkajgiri District	187198	111	97	19
			Ranga Reddy District	31355	22	2	41
			Sangareddy District	7	2	1	4
Total				**264701**	**243**	**219**	**246**

(Source: PNGRB)

CENTRAL ASSISTANCE TO KARNATAKA FOR MAJOR IRRIGATION AND FLOOD MANAGEMENT PROJECTS

867. SHRI E. TUKARAM:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Union Government has received proposals from the State Government of Karnataka seeking Central Assistance under the Pradhan Mantri Krishi Sinchayee Yojana– Accelerated Irrigation Benefits Programme (PMKSY–AIBP), the Flood Management and Border Areas Programme (FMBAP) and other Central schemes for major irrigation and flood management projects with a total estimated cost of about Rupees 11,122.76 crore and if so, the details thereof;

(b) the present status of these proposals including technical appraisal, examination by the Central Water Commission and grant of in-principle approval, if any, project-wise;

(c) the reasons for the delay in approval of the proposals that are still pending with the Union Government; and

(d) the steps taken by the Union Government to expedite their approval along with the likely timeline for sanction of Central Assistance?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (d) Water, being State subject, water resources projects are planned, funded, executed and maintained by the State Governments themselves as per their own resources and priority. Role of Government of India is to provide technical support, and partial financial assistance for identified projects under ongoing schemes.

Technical examination by the Central Water Commission (CWC) followed by subsequent techno-economic appraisal by the Advisory Committee of the Department of Water Resources, River Development and Ganga Rejuvenation (DoWR, RD & GR) is a mandatory pre-condition for irrigation and flood management projects seeking central assistance under any scheme of the DoWR, RD & GR.

Detailed Project Reports of five irrigation projects and one flood management project with a total estimated cost of Rs. 11,122.76 crore has been received from Government of Karnataka in CWC. These projects have

been examined by CWC and their examination/appraisal status is given in the enclosed **Statement**.

Decision regarding inclusion of projects for central assistance under Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) or Flood Management and Border Areas Programme (FMBAP) depends on approved guidelines and the financial allocations for PMKSY/FMBAP for the period 2026-31, concurrent with the award period of the 16th Finance Commission.

STATEMENT

Examination/appraisal status of Projects

Sl. No.	Name of Project	Estimated Cost (Rs. in crore)	Status
1.	1st Revised Cost Estimate of Sonthi Lift Irrigation Scheme	804.66	The project has been appraised by the Advisory Committee of the DoWR, RD & GR in its 160th meeting held on 10.04.2026.
2.	Pre-feasibility Report (PFR) of ERM of Malaprabha Project Canal System	3000.00	CWC accorded in-principle consent on the PFR.
3.	ERM of Tungabhadra Left Bank Canal System	1444.42	The project was placed before the Advisory Committee of the DoWR, RD & GR in its 162nd meeting held on 27.05.2026. The committee made some observations for clarifications by the project authority.
4.	ERM of Indi Branch Canal	2666.70	The project has been examined by the CWC and observations were communicated to the Project Authority for compliance.

5.	ERM of Ghataprabha Right Bank Main Canal	1596.98	The project has been examined by the CWC and observations were communicated to the Project Authority for compliance.
6.	Flood Control and Flood Management of Bennihalla River	1610.00	The project has been examined by the CWC and returned to the Government of Karnataka due to observations/shortcomings in the proposal.
	Total	**11,122.76**	

DEVELOPMENT OF TRIBALS IN KANDHAMAL, ODISHA

868. SHRI SUKANTA KUMAR PANIGRAHI:

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

(a) whether the Government has accorded special priority to the Kandhamal Lok Sabha Constituency under the Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA), Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN) and the Eklavya Model Residential Schools (EMRSs), if so, the details thereof;

(b) the details of budget estimates, funds allocated, released and expenditure incurred during the last three years under the said schemes, including the number of tribal villages, PVTG habitations, EMRSs, hostels and beneficiaries covered therein, district-wise;

(c) the details of projects sanctioned and completed under the said schemes in education, healthcare, drinking water, roads, digital connectivity, livelihoods, skill development and tribal infrastructure, district-wise; and

(d) whether the Government proposes to provide additional financial assistance and sanction new projects for the Kandhamal Lok Sabha Constituency, considering its aspirational district status and significant tribal population, if so, the details, financial outlay and implementation timeline thereof, district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) The Ministry of Tribal Affairs (MoTA) considers and approves proposals received from the State Governments in accordance with the scheme guidelines. Accordingly, projects worth ₹870 lakh have been sanctioned in Kandhamal Constituency under the DAJGUA scheme. These include the construction of 19 dormitories with bathroom and toilet facilities (major work component) at an approved cost of rs 820 lakh, the construction of one toilet complex in an Ashram/Tribal Area School at a cost of rs 10 lakh, and the upgradation of one asbestos hostel roof to an RCC roof at a cost of rs 40 lakh**.** The details are as under:

Intervention	**Units**	**Funds Approved (Rs in lakh)**
Construction of Dormitory with Bathroom and Toilet (Major Work Component)	19	820

Construction of Toilet Complex in Ashram/Tribal Area Schools	1	10
Upgradation of Asbestos Hostel Roofs to RCC Roof	1	40

Further, under the PM-JANMAN Programme, all MPCs have been covered. In this regard, KKDA, Belghar in Kandhamal district and TDA, Tumba in Ganjam district have been covered.

In Kandhamal Parliamentary Constituency, 10 EMRSs have been sanctioned, out of which 02 are functional. The construction of 3 EMRSs building have been completed and 7 are at various stages of construction. The status is below:

S. N	State	District	Block/ Taluka	Village	Functioning Status
1	Odisha	Kandhamal	Baliguda	Mahasingi	Functional
2	Odisha	Kandhamal	Daringbadi	Daringbadi	Non-Functional
3	Odisha	Kandhamal	G. Udayagiri	G. Udayagiri	Non-Functional
4	Odisha	Kandhamal	Kotagarh	Keshariguda	Non-Functional
5	Odisha	Kandhamal	Phiringia	Phiringia	Functional
6	Odisha	Kandhamal	Phulbani	Phulbani	Non-Functional
7	Odisha	Kandhamal	Raikia	Raikia	Non-Functional
8	Odisha	Kandhamal	Sarangagarh	Nuarajaghara	Non-Functional
9	Odisha	Kandhamal	Tikabali	Tikabali	Non-Functional
10	Odisha	Kandhamal	Tumudibandha	Tutuluba	Non-Functional

(b) A budget estimate of ₹44.44 crore has been approved for the construction of 74 Multipurpose Centres (MPCs) sanctioned under the Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN) scheme, calculated at ₹60 lakh per MPC. In this regard, the details of funds allocated, released, and expenditure incurred over the last three years is given in the enclosed **Statement-I**.

The district-wise number of PVTG habitations & beneficiaries covered is given in the enclosed **Statement-II**.

The details of budget estimates, funds allocated, released, and expenditure incurred during the last three years to EMRS, Mahasingh and Phiringia is given in the enclosed **Statement-III**.

(c) The details of projects sanctioned and progress made for MoTA intervention under the Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA) for State Govt. of Odisha is given in the enclosed **Statement-IV.**

District-wise details of projects sanctioned and completed under the Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN) is given in the enclosed **Statement-V.**

(d) A total of 27 Districts including Kandhamal District in Odisha have been identified for coverage. Ministry of Tribal Affairs has allocated budget of Rs 87,498 lakh. to State Govt. of Odisha over a period of five years. Against this, projects amounting to Rs 40,143.86 lakh have so far been approved and an amount of Rs.19,712.00 lakh has been released.

Under the DAJGUA Scheme, proposals received from State Governments are considered and approved in accordance with the scheme guidelines. The sanctioned projects include the improving infrastructure of Ashram Schools, Hostels, Govt./State Tribal Residential schools' component.

STATEMENT-I

Details of funds allocated, released, and expenditure incurred over the last three years

PM JANMAN (Construction of MPCs)				
Sl. No.	**Financial Year**	**Funds received from MoTA**	**Funds released to Executing Agencies**	**Expenditure Incurred**
1	***2***	***3***	***4***	***5***
1	2023-24	126,819,000	0	
2	2024-25	232,672,122	359,491,122	
3	2025-26	19,242,153	19,242,153	
Total		**378,733,275**	**378,733,275**	**378,733,275.00**

STATEMENT-II

Details of the PVTG Beneficiaries

Sl.	District	No. of Blocks	No. of Villages	No. of PVTG Habitations	No of PVTG HHs	PVTG Population
1	Angul	1	42	51	1928	8687
2	Deogarh	1	41	46	1140	4265

3	Dhenkanal	8	88	103	3788	14566
4	Gajapati	5	140	191	7356	36227
5	Ganjam	2	87	131	3198	14248
6	Jajapur	1	6	13	338	1700
7	Kalahandi	3	249	284	8418	38603
8	Kandhamal	2	69	107	2859	12498
9	Kendujhar	5	226	287	17872	90537
10	Malkangiri	5	97	130	5494	23308
11	Mayurbhanj	14	64	67	2890	10023
12	Nuapada	2	29	39	1291	5062
13	Rayagada	5	112	257	9935	45419
14	Sundargarh	1	47	53	2098	9371
Total		**55**	**1297**	**1759**	**68605**	**314514**

STATEMENT-III

Statement showing budget estimates, funds allocated, released, and expenditure incurred during the last three years to EMRS, Mahasingh and Phiringia

EMRS, Mahasinghi				**EMRS, Phiringia**		
F.Y.	**Budget**	**Funds Allotted**	**Expenditure Incurred**	**Budget**	**Funds Allotted**	**Expenditure Incurred**
2023-24	4,03,10,000	2,83,99,435	2,71,45,646	1,66,85,000	1,42,01,618	1,52,32,917
2024-25	5,82,64,544	2,84,06,800	2,90,55,414	4,91,60,709	1,09,30,000	1,12,87,829
2025-26	5,98,64,995	2,79,28,832	3,45,20,930	2,97,76,813	2,88,71,072	2,19,46,688

STATEMENT-IV

Details of projects sanctioned and progress made for MoTA intervention under the Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA) for Odisha

For the year 2024-25

Sl. No.	District	Intervention	No. of Units sanctioned	Current status/ progress till date	Completed
1	Kandhamal	Upgradation of Asbestos Hostel Roofs to RCC roof	1	Foundation Level	0
2	Kandhamal	Construction of Toilet complex in Ashram / Tribal area Schools (Departmentally under 10lakhs)	1	Completed	1
3	Kandhamal	Construction of dormitory with Bathroom and toilet (major work component)	10	9-ongoing	1
4	Kandhamal	Construction of dormitory with Bathroom and toilet	9	7-ongoing	2

For the year 2025-26

Sl. No.	District	Intervention	No. of Units sanctioned
1	Kandhamal	Const. of 4 nos of Additional Classroom at Mandakia High School, Mandakia	4
2	Kandhamal	Construction of Toilet Complex at Govt. High School, Mandakia	1
3	Kandhamal	Construction of Toilet Complex at Kanadi Sevashram	1

4	Kandhamal	Construction of Toilet Complex at Badabanga A/S	1
5	Kandhamal	Construction of Toilet Complex for Hostel at Govt. UP Sevashram Bhalipani	1
6	Kandhamal	Construction of Toilet Complex at Sautikia A/S	1
7	Kandhamal	Construction of Toilet Complex at Muningia R/S	1
8	Kandhamal	Construction of Toilet Complex for Girls at Govt. (SSD) High School, Gistikhole	1

STATEMENT-V

District-wise details of projects sanctioned and completed under the Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN)

The Kandhamal Lok Sabha Constituency comprises four districts, namely (i) Kandhamal, (ii) Ganjam, (iii) Boudh, and (iv) Nayagarh. As per PVTG Survey data collected by states there are two districts. The Progress of two districts are

Name of District		**Ganjam**	**Kandhamal**
MoRD(PMAY-G)	Houses Sanctioned	342	1246
	Houses Completed	168	831
MoRD(PMGSY)	Roads sanctioned (in KM)	46.871	9.200
	Roads completed (in KM)	11	3
MoJS	No of Villages Sanctioned	71	66
	No of Villages Saturated	24	40
MoHFW	MMUs sanctioned & Operational	1	3
DoSEL	Hostels sanctioned (No.)	2	8
	Completed (No.)	0	0
MoWCD	No of AWCs sanctioned	2	1
	No of AWCs Operational	2	1

DoT	No of PVTG Habitations Sanctioned for coverage	49	39
	No of PVTG Habitations covered	22	21
MoP	HHs sanctioned	176	350
	HHs Electrified	176	256
MoTA	No of MPCs sanctioned	5	11
	No of MPCs work completed	4	7
	No of VDVKs sanctioned	3	6
	No of VDVKs business started	3	2

MPACT OF ETHANOL-BLENDED PETROL ON VEHICLES

869. SUSHRI MAHUA MOITRA:
SHRI K. RADHAKRISHNAN:
SHRI DHARMENDRA YADAV:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government is aware of complaints regarding poor vehicle performance, reduced fuel efficiency, technical defects, engine, fuel system and other component-related damage and maintenance problems allegedly associated with the use of ethanol-blended petrol, particularly in older vehicles and two-wheelers and if so, the details thereof;

(b) whether the Government has conducted or commissioned any scientific, technical or other assessment to examine the impact of ethanol-blended petrol on different categories of vehicles, particularly older vehicles and two-wheelers, if so, the findings of such studies thereof;

(c) the number and nature of complaints received during the last three years and the current year, State/UT-wise and year-wise;

(d) whether the Government has issued or proposes to issue any safety standards, compatibility guidelines, advisories or directions to vehicle manufacturers and Oil Marketing Companies regarding the compatibility, quality and safe use of ethanol-blended petrol and if so, the details thereof; and

(e) the steps taken or proposed to be taken by the Government to address consumer grievances, safeguard vehicle owners from any adverse effects, ensure the quality and suitability of ethanol-blended petrol supplied across the country and promote the use of ethanol-compatible vehicles while providing adequate safeguards for existing vehicles?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (c) E19–E20 fuel has been in use for over two-and-a-half years. As per information received from Society of Indian Automobile Manufacturers (SIAM), no widespread issues of engine failure or vehicle breakdown attributable to ethanol blending have been reported. Certain concerns relating to engine performance, mileage and vehicle wear have been arising largely through public commentary and social media discourse.

(b) and (e) Yes, Government in the Ministry of Petroleum and Natural Gas has introduced the Ethanol Blended Petrol (EBP) Programme by consultation with

stakeholders, field trials and validation by expert agencies at each stage of blending escalation:

i. Ethanol Blending Program is administered by the Government in Ministry of Petroleum and Natural Gas. A Study for the evaluation of effects of E20 on BS-III, BS-IV and BS-VI E10 (Gasoline) two-wheelers and four-wheelers was carried out jointly by Indian Oil Corporation Limited (IOCL), Indian Institute of Petroleum (IIP) Dehradun, Society of Indian Automobile Manufacturers (SIAM) and Automotive Research Association of India (ARAI). The exhaust emissions meet the respective norms (ie BS VI vehicles meet the BS VI emission norms when tested with E20). The studies have not shown any need to modify the car and two-wheeler engines. These studies confirmed that even legacy vehicles did not exhibit any significant variations in performance, nor do they show abnormal wear-and-tear when operated with E20 fuel. No issues were reported in parameters such as drivability, startability, metal compatibility, and plastic compatibility. Only in case of testing done on BS-III vehicles introduced from 1st April, 2005 and manufactured prior to 2016, some rubber parts and gaskets may require replacement, which can be easily managed during routine servicing regime of the vehicle. With regard to the concern of vehicle mileage due to the use of E20 fuel, Government, automobile manufacturers and vehicle/engine testing agencies have clarified that vehicle mileage is influenced by a host of factors beyond just fuel type. These include driving habits, maintenance

practices such as oil changes and air filter cleanliness, tyre pressure and alignment, and even air conditioning load.

ii. An Inter-Ministerial Committee (IMC), constituted on 26 December 2020 under NITI Aayog, comprehensively examined vehicle compatibility and mileage/efficiency aspects of ethanol blending. This assessment was supported by research conducted by Indian Oil Corporation Ltd. (IOCL), the Automotive Research Association of India (ARAI) and the Society of Indian Automobile Manufacturers (SIAM).

iii. The Committee's "Roadmap for Ethanol Blending in India 2020-25", released in June 2021, was prepared after extensive consultation with automobile manufacturers, oil companies and agricultural experts, and examined material compatibility, engine calibration, fuel systems, drivability, durability, emissions and fuel efficiency. The Committee's report preceded the introduction of E-20 fuel.

The Ethanol Blended Petrol (EBP) Programme has been implemented through a phased, calibrated, scientifically validated and consultative approach.

It has been used globally for over a century, with countries such as Brazil operating higher ethanol blends for decades. In India, the Ethanol Blended Petrol (EBP) Programme commenced with a pilot in 2001, E5 was introduced in 2006, and although blending remained around 1.53% in 2013-14, it has since been increased progressively in a calibrated manner after creating the necessary production capacity, infrastructure and regulatory framework.

Before the introduction of E20, extensive laboratory studies, durability trials and field validation were undertaken covering engine durability, material compatibility, fuel systems, corrosion resistance, drivability, emissions, fuel economy and overall vehicle performance.

As seen from the table, the progression has been gradual:

Ethanol Supply Year	Average Blending (%)
2013-14	~1.53
2020-21	~8.1
2021-22	~10
2022-23	~12
2023-24	~14.6
2024-25	~19.2
2025-26 (Nov-June)	20

(d) The Government in Ministry of Road Transport and Highways has notified Safety Standard (AIS 171) for various blends of ethanol with gasoline vide G.S.R 343 (E) dated 25th May 2021.

राष्ट्रीय राजमार्ग-39 के निर्माण में विलंब

870. डॉ. राजेश मिश्रा:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) देश में ऐसे राष्ट्रीय राजमार्ग परियोजनाओं की कुल संख्या कितनी है जो पिछले दस वर्षों के दौरान निर्माणाधीन रही हैं और जिन्हें अभी तक पूरा नहीं किया गया है;

(ख) राष्ट्रीय राजमार्ग-39 के निर्माण के लिए, जो वर्ष 2012-13 के दौरान शुरू हुआ था, अब तक कितनी निर्माण एजेंसियों को अनुबंध प्रदान किए गए हैं;

(ग) उक्त निर्माण एजेंसियों द्वारा कार्य पूरा न करने अथवा अनुबंधों को समाप्त किए जाने के क्या कारण हैं;

(घ) उक्त परियोजना की मूल लागत कितनी थी, इस पर अब तक कुल कितना व्यय किया गया है और इसके पूरा होने में हुए विलंब के कारण सहित सरकार को हुए अनुमानित वित्तीय नुकसान का ब्यौरा क्या है;

(ङ) परियोजना के निष्पादन में हुए विलंब के लिए दोषी एजेंसियों और जिम्मेदार अधिकारियों के विरुद्ध क्या कार्रवाई की गई है या किए जाने का विचार है;

(च) क्या यह परियोजना वर्तमान में भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) द्वारा कार्यान्वित की जा रही है और यदि हां, तो इसके पूरा होने के लिए निर्धारित संशोधित समय-सीमा क्या है; और

(छ) इस परियोजना को संशोधित समय-सीमा के भीतर पूरा करने के लिए सरकार द्वारा क्या विशिष्ट कदम उठाए गए हैं?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) 1,187 राष्ट्रीय राजमार्ग (एनएच) परियोजनाएं, जिनका निर्माण विगत 10 वर्षों के दौरान शुरू हुआ था, उनमें से किसी ने भी परियोजना पूर्णता को प्राप्त नहीं किया है और ऐसी परियोजनाओं को छोड़कर जोकि समापन/समय से पूर्व समापन (फोरक्लोजर) के लिए विचाराधीन हैं।

(ख) से (छ) मध्य प्रदेश राज्य में एनएच-39 के (i) बामीथा-सतना (ii) सतना से बेला और (iii) सीधी से सिंगरौली खंड के लिए डिजाइन, निर्माण, वित्त, संचालन और हस्तांतरण (डीबीएफओटी)

पर वित्त वर्ष 2011-12 में 3 अलग-अलग रियायतग्राहीयों को नियुक्त किया गया था, जिसके लिए वित्त वर्ष 2013-14 में नियत तिथियां घोषित की गई थीं।

उपरोक्त तीनों कार्यों के लिए रियायत करारों की संविदात्मक लक्ष्यों की लगातार पूर्ति न होने और रियायतग्राहियों द्वारा निरंतर गैर-निष्पादन के कारण समाप्त कर दिया गया था। परिणामस्वरुप, कार्यों को ईपीसी आधार पर पुनः आवंटित किया गया और वित्त वर्ष 2020-21 में क्रमशः (i) बामीथा-सतना और (ii) सतना से बेला खंड के लिए 2-लेन पेव्ड शोल्डर सहित / 4-लेन का कार्य पूरा किया गया। इसके अतिरिक्त, वित्त वर्ष 2020-21 में संविदाकार के खराब प्रदर्शन के कारण सिधी-सिंगरौली खंड के शेष कार्य का अनुबंध पुनः समाप्त कर दिया गया था। इसके पश्चात, वित्त वर्ष 2026-27 में कार्य को पुनः आवंटित किया गया और नियत तिथि 09.05.2026 घोषित की गई, जबकि कार्य के पूरा होने की निर्धारित तिथि 08.05.2028 है।

इन तीनों परियोजनाओं की कुल मूल स्वीकृत लागत 1,597 करोड़ रुपये थी और अब तक कुल व्यय 2,085 करोड़ रुपये है।

सरकार ने परियोजना की प्रगति और संविदाकार संबंधी मुद्दों की निगरानी के लिए कई कार्य-तंत्रों का उपयोग करते हुए एक ढांचा तैयार किया है। परियोजना की प्रगति का आकलन करने और भूमि अधिग्रहण, सामग्री की उपलब्धता, मंजूरी आदि से संबंधित स्थल संबंधी मुद्दों का समाधान करने के लिए हितधारकों के साथ विभिन्न स्तरों पर नियमित समीक्षा बैठकें आयोजित की जाती हैं। इन परियोजनाओं को पूरा करने के लिए राज्य सरकारों और अन्य हितधारकों के साथ घनिष्ठ समन्वय में संविदाकार/रियायतग्राही से संबंधित मुद्दों सहित सभी लंबित मुद्दों का समाधान करने के लिए हर संभव प्रयास किया जाता है।

यह मंत्रालय राज्य सरकारों और अन्य हितधारकों के सक्रिय सहयोग से चल रही परियोजनाओं में आने वाली बाधाओं/अड़चनों की समीक्षा और समाधान के तंत्र का लाभ उठाता है।

खाद्य प्रसंस्करण उद्योग केंद्र

871. श्री चंदन चौहानः

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने कृषि और गन्ना उत्पादन में अग्रणी तथा उत्कृष्ट सड़क व रेलकनेक्टिविटी वाले जिले जनौर को खाद्य प्रसंस्करण उद्योग केंद्र के रूप में विकसित करने की क्षमता का आकलन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार गन्ने, आलू, फलों और अन्य कृषि उत्पादों के मूल्य संवर्धन, भंडारण और निर्यात को बढ़ावा देने के लिए बिजनौर में एक विशेष खाद्य प्रसंस्करण क्षेत्र मेगा फूड पार्क स्थापित करने पर विचार कर रही है और और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या इस उद्देश्य के लिए कोल्ड चेन, भंडारण गृह, परीक्षण प्रयोगशालाओं, पैकेजिंग और प्रस्करण अवसंरचनाओं को विकसित करने का कोई प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) प्रस्तावित कार्य योजना, वित्तीय प्रावधानों और उसकी समय-सीमा का ब्यौरा क्या है?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; **तथा रेल मंत्रालय में राज्य मंत्री** (**श्री रवनीत सिंह**):

(क) खाद्य प्रसंस्करण क्षेत्र के समग्र विकास को बढ़ावा देने और सुनिश्चित करने के लिए, खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) उद्यमियों को अपनी दो केंद्रीय क्षेत्र योजनाओं अर्थात प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) एवं खाद्य प्रसंस्करण उद्योग के लिए उत्पादन लिंक्ड प्रोत्साहन योजना (पीएलआईएसएफपीआई) और एक केंद्रीय प्रायोजित योजना अर्थात प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन योजना (पीएमएफएमई) के माध्यम से उत्तर प्रदेश के बिजनौर जिले सहित पूरे देश में संबंधित उद्योग स्थापित करने के लिए प्रोत्साहित करता है।

स्थानीय उद्योगों को बढ़ावा देने के लिए, पीएमएफएमई योजना के अंतर्गत 'एक जिला एक उत्पाद' (ओडीओपी) दृष्टिकोण अपनाया गया है, ताकि इनपुट की खरीद, सामान्य सेवाओं का लाभ उठाने और उत्पादों के विपणन के मामले में बड़े पैमाने पर लाभ प्राप्त किया जा सके। यह मूल्य श्रृंखला विकास और सहायता बुनियादी ढांचे के संरेखण के लिए रूपरेखा प्रदान करता है। पीएमएफएमई योजना के अंतर्गत, बिजनौर जिले के लिए गुड़ को ओडीओपी के रूप में पहचाना गया है। दिनांक 30.06.2026 की स्थिति के अनुसार, बिजनौर जिले में 290 सूक्ष्म खाद्य प्रसंस्करण उद्यमों को मंजूरी दी गई है, जिनमें से 82 सूक्ष्म खाद्य प्रसंस्करण उद्यम गुड़ प्रसंस्करण से संबंधित हैं।

(ख) से (घ) एमओएफपीआई, पीएमकेएसवाई के अंतर्गत एक घटक योजना, मेगा फ़ूड पार्क योजना (एमएफपीएस) को लागू कर रहा था। एमएफपी योजना का कार्यान्वयन दिनांक 01.04.2021 से बंद कर दिया गया है। हालाँकि, पीएमकेएसवाई की विभिन्न घटक योजनाओं के अंतर्गत, एमओएफपीआई उत्तर प्रदेश के बिजनौर जिले सहित देश भर में शीत श्रृंखला सुविधाओं, प्रसंस्करण अवसंरचना, पैकेजिंग और गुणवत्ता परीक्षण प्रयोगशालाओं के निर्माण के लिए वित्तीय सहायता प्रदान करता है।

खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) स्वयं खाद्य प्रसंस्करण इकाइयाँ स्थापित नहीं करता है। हालाँकि, यह अपनी योजनाओं के दिशानिर्देशों के अनुसार, उत्तर प्रदेश के बिजनौर जिले सहित पूरे देश में संबंधित बुनियादी ढांचा स्थापित करने के लिए पात्र उद्यमियों को अनुदान-सहायता के रूप में वित्तीय सहायता प्रदान करता है। ये योजनाएं मांग-आधारित हैं और इनका उद्देश्य खाद्य प्रसंस्करण अवसंरचना और मूल्यवर्धन की सहायता करना है।

CENTRAL ROAD AND INFRASTRUCTURE FUND

872. SHRI Y. S. AVINASH REDDY:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) the total funds sanctioned and released to Andhra Pradesh under the Central Road and Infrastructure Fund from Financial Year 2019-20 to Financial Year 2025-26 along with a purpose-wise breakup for roads, bridges and Road Over Bridges/Road Under Bridges;

(b) the status of Central Road and Infrastructure Fund proposals submitted by Andhra Pradesh for State Highways and Major District Roads since June, 2024 including pending and approved projects;

(c) whether Government has assessed regional disparities in road connectivity in Andhra Pradesh and made any dedicated National Highway allocations for Rayalaseema region especially in YSR Kadapa District, if so, the details thereof;and

(d) the number of fatalities on National Highways in Andhra Pradesh during Financial Year 2024-25 and the status and funding of the black spot rectification programme during the last two years?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Government considers sanctioning of projects under Central Road and Infrastructure Fund (CRIF) in two schemes i.e., CRIF (State Roads) and CRIF (Setu Bandhan). The details of funds sanctioned & released under these two

schemes from the Financial Year (FY) 2019- 20 to 2025-26 for the State of Andhra Pradesh is given in the enclosed **Statement.**

(b) State Government submits priority list of projects under CRIF for consideration from time to time. Government considers approval of list of projects from the priority list submitted by State Government based on Bank of Sanction & CRIF guidelines. State government has submitted 20 no of proposals having length of 299.2 km amounting to Rs.694.85 crore which have been approved since June, 2024.

(c) The allocation of funds for development of National Highways is allocated State-wise but not region-wise. However, for Rayalaseema region 94 No of projects having length of 2572 Km amounting to Rs. 36,682 crore have been completed and 39 No of projects having length of 1013 Km amounting to Rs.17,509 crore are under implementation.

(d) There are 3286 number of fatalities on National Highways in Andhra Pradesh during Financial Year 2024-25. Road safety/ Blackspot rectification works are accorded high priority, and appropriate road safety interventions are incorporated and executed as part of all ongoing National Highway development and Maintenance works in accordance with the prescribed standards and project requirements. However, separate funding for road safety interventions is not allocated, as these interventions are incorporated within the scope of ongoing development and maintenance works on National Highways.

During last 2 years, 240 Black spots were rectified with short term measures and 43 Black spots were rectified with long term measures.

STATEMENT

Details of funds sanctioned & released under the schemes from the FY 2019- 20 to 2025-26 for Andhra Pradesh

CRIF (Roads)

S. No.	Financial Year	Funds Allocated /Accrual(Rs in Cr.)	Amount released (Rs in Cr.)
1	2019-20	349.64	350.08
2	2020-21	321.58	322.00
3	2021-22	334.79	300.80
4	2022-23	346.10	344.73
5	2023-24	354.97	485.48
6	2024-25	354.88	302.53
7	2025-26	382.68	435.03

CRIF (Setu Bandhan)

S. No.	Financial Year	Funds Allocated / Accrual (Rs in Cr.)	Amount released (Rs in Cr.)
1	2019-20	Nil	Nil
2	2020-21	Nil	Nil
3	2021-22	Nil	Nil
4	2022-23	63.51	11.82
5	2023-24	65.13	Nil
6	2024-25	65.12	20.03
7	2025-26	73.40	73.40

राष्ट्रीय राजमार्ग-730 का चौड़ीकरण

873. श्री उत्कर्ष वर्मा मधुर:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार इस बात से अवगत है कि भारी वाहनों और चीनी मिलों के गन्ना पेराई सीजन के कारण लखीमपुर शहर में राष्ट्रीय राजमार्ग (एनएच)-730 और लखीमपुर-सीतापुर-लखनऊ मार्ग पर प्रतिदिन भीषण यातायात जाम की स्थिति बनी रहती है;

(ख) यदि हां, तो क्या लखीमपुर शहर को इस यातायात जाम से निजात दिलाने के लिए एक नई रिंग रोड अथवा बाहरी बाईपास का निर्माण करने का कोई प्रस्ताव सरकार के पास विचाराधीन है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) भारत-नेपाल अंतर्राष्ट्रीय सीमा (गौरीफंटा सीमा) को जोड़ने वाले राष्ट्रीय राजमार्ग-730 के विभिन्न खंडों के चौड़ीकरण (पेव्ड शोल्डर के साथ 4-लेन/2-लेन) के संबंध में प्रगति की वर्तमान स्थिति क्या है और इस रणनीतिक रूप से महत्वपूर्ण मार्ग को पूरा करने के लिए क्या समय-सीमा निर्धारित की गई है; और

(घ) क्या सरकार का दुधवा राष्ट्रीय उद्यान के पारिस्थितिकी-संवेदी क्षेत्र से होकर गुजरने वाले राजमार्ग पर वन्यजीवों की सुरक्षा सुनिश्चित करने के लिए उन्नत गलियारों या अंडरपासों के निर्माण जैसे पर्यावरण-अनुकूल उपाय करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (घ) इस मंत्रालय के माध्यम से सरकार मुख्य रूप से राष्ट्रीय राजमार्गों (एनएच) के विकास और रखरखाव के लिए उत्तरदायित्व है। एनएच का विकास और रखरखाव एक सतत प्रक्रिया है। एनएच पर कार्य तदनुसार यातायात सघनता, सड़क की स्थिति और एनएच को यातायात योग्य स्थिति में रखने के लिए पीएम गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल के आधार पर किए जाते हैं।

एनएच - 730 पीलीभीत से एनएच - 30 पर शुरू होकर पूरनपुर को जोड़ता है, और उत्तर प्रदेश राज्य में सलेमगढ़ के पास एनएच - 27 पर समाप्त होता है और इसकी कुल लंबाई लगभग 568 किमी है; एनएच - 730 की लगभग 497 किमी लंबाई को पेव्ड शोल्डर विन्यास के साथ 2 लेन में विकसित किया गया है, जिसमें लखीमपुर शहर से सटे खंड शामिल हैं; एनएच - 730 की लगभग 67 किमी लंबाई में परियोजनाएं पेव्ड शोल्डर विन्यास के साथ 2 लेन में उन्नयन के लिए प्रगति के विभिन्न चरणों में हैं, जिसमें बाईपास, आरओबी, फ्लाईओवर आदि का निर्माण कार्य शामिल है, और इन्हें 06.11.2027 तक चरणबद्ध तरीके से पूरा करने का लक्ष्य है।

लखीमपुर शहर में यातायात की भीड़ को कम करने के लिए एनएच 730 पर निम्नलिखित कार्य पूरे किए गए हैं: -

(i) खुतर-लखीमपुर खंड (किमी 82.00 से 140.00) से पेव्ड शोल्डर के साथ 2 लेन में उन्नयन;

(ii) किलोमीटर 133+230 से किमी 134+330, किमी 134+550 से किमी 135+650, किमी 136+200 से किमी 137+800 तक के खंड पर 1 आरओबी और 2 फ्लाईओवर का निर्माण।

71 किलोमीटर की लंबाई में राष्ट्रीय राजमार्ग-730 के फरेंडा से महाराजगंज और पडरौना से तमकुहिराज तक 4 लेन के निर्माण कार्य के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) का कार्य शुरू किया गया है। एनएच-730 के बहराइच से सनाई चौराहा, महाराजगंज से कप्तानगंज और कप्तानगंज से पडरौना तक 229 किलोमीटर की लंबाई वाले 4 लेन के निर्माण के लिए डीपीआर को वार्षिक योजना 2026-27 में शामिल किया गया है।

सरकार ने शामली-गोरखपुर हाई स्पीड कॉरिडोर के लिए भी अध्ययन किया है, जो मौजूदा एनएच-730 के लगभग समानांतर है, जिसकी ऑफसेट 0 से लगभग 45 किमी तक है।

लखीमपुर से सीतापुर को जोड़ने वाली सड़क का खंड उत्तर प्रदेश राज्य सरकार के अधिकार क्षेत्र के अंतर्गत राज्यीय राजमार्ग है, जिसे पहले ही 4 लेन मानकों के लिए विकसित किया जा चुका है।

एनएच-30 के सीतापुर से लखनऊ खंड को भी 4 लेन मानकों के लिए विकसित किया गया है।

राज्य राजमार्ग संख्या 90 लखीमपुर शहर (एनएच-730) को गौरीफंटा सीमा पर भारत-नेपाल अंतर्राष्ट्रीय सीमा से जोड़ता है। उत्तर प्रदेश राज्य सरकार इसके विकास और रखरखाव के लिए उत्तरदायी है।

वर्तमान में कोई भी राष्ट्रीय राजमार्ग दुधवा राष्ट्रीय उद्यान से होकर नहीं गुजरता है। हालाँकि, एनएच-730 के किमी 82.000 से किमी 84.200 तक के हिस्से दुधवा राष्ट्रीय उद्यान के बाहर बफर जोन के अंतर्गत आते हैं। उपरोक्त खंड को 2 लेन से 2 लेन में पेव्ड शोल्डर के साथ अपग्रेड करने के लिए कार्य (एनएच-730 के किमी 82.00 से किमी 140.00 तक खुटार-लखीमपुर खंड का पुनर्स्थापन और उन्नयन) के तहत मंजूरी दी गई थी। एनएच-730 के किमी 82.000 से किमी 84.200 तक (चौड़ाई 7 मीटर) को अपग्रेड नहीं किया गया था और वन मंजूरी की अनुमति नहीं दिए जाने के कारण इसे कार्य सूची से हटा दिया (डी-स्कोप) गया था। दुधवा राष्ट्रीय उद्यान के माध्यम से एलिवेटेड कॉरिडोर या अंडरपास के निर्माण का कोई भी प्रस्ताव विचाराधीन नहीं है।

DILAPIDATED CONDITION OF NASHIK-PUNE HIGHWAY

874. SHRI RAJABHAU PARAG PRAKASH WAJE:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** pleased to state:

(a) the specific actions taken to address the severe traffic congestion, rising number of accidents and the poor condition of the Pune–Nashik Highway, particularly the stretch passing through the Chakan and Khed industrial areas, which is a vital economic corridor connecting Nashik district;

(b) the details of any proposed infrastructure projects such as dedicated bypasses, flyovers or elevated corridors planned for this highway stretch;

(c) the timeline for commencement and completion of the said projects; and

(d) whether the Government is considering any special financial package for the development and upgradation of roads and highways in the industrial belts connected to Nashik district in Maharashtra to support economic growth and ensure commuter safety and if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (d) The development and maintenance of National Highways (NHs) is a continuous process. To address the present traffic congestion on four-lane Pune-Nashik section of NH-60, National Highway Authority of India (NHAI) has undertaken various junction improvement works under the Annual Maintenance Programme (AMP) for FY 2024–25 and FY 2025–26. These works are currently in progress and are expected to significantly mitigate traffic congestion at critical junctions, particularly in the Chakan and Khed industrial areas.

As a long term solution to cater to the heavy traffic and ensure smooth connectivity in the Pune-Nashik section of NH-60 passing through the Chakan and Khed industrial areas, the Government has sanctioned the project for construction of an eight-lane elevated corridor at an estimated cost of Rs. 7801 Crores. The civil construction works are targeted for completion in Financial Year 2030-31.

NATIONAL FRAMEWORK FOR STRUCTURAL SAFETY AUDITS AND SEISMIC RESILIENCE OF BUILDINGS

875. SHRI PARSHOTTAMBHAI RUPALA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Government is considering enactment of legislation mandating periodic structural safety audits of high-rise buildings on the lines of statutory frameworks adopted in countries such as the United Kingdom and the Republic of Korea and if so, the details thereof;

(b) whether any national mechanism exists to monitor the cumulative long-term impact of seismic activity and ageing on the structural foundation strength of buildings and if so, the details thereof;

(c) the measures taken or proposed to mandate periodic post-construction structural inspections for early detection of structural deterioration and prevention of building collapses; and

(d) the timeline for framing and enforcing such legislation to detect early structural weakening, enhance public safety and prevent building collapse?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (d) As per 12th Schedule of the Constitution of India, urban planning including building plan approvals and enforcement of building bye-laws, is the function of Urban Local Bodies (ULBs)/ Urban Development Authorities. Government of India supplements the efforts of the States through schematic interventions/ advisories. The Government of India supplements the efforts of

States and Union Territories through model regulations, technical standards, guidelines and advisories. The Ministry of Housing & Urban Affairs (MoHUA) has published Model Building Bye-laws (MBBL) – 2016 (https://www.mohua.gov.in/static/uploads/2026/07/0e33558a9326c8a89f945cae00cc3647.pdf), in which Chapter-6 deals with Provisions for Structural Safety, and lays down guidelines/standards relating to structural safety and seismic resilience of buildings.

Further, the Bureau of Indian Standards (BIS), under the Ministry of Consumer Affairs, Food and Public Distribution, Government of India, has formulated various standards relating to earthquake resistant design and construction of buildings and structures, and for seismic evaluation, repair and strengthening of buildings such as IS 1893 (Criteria for Earthquake Resistant Design of Structures), IS 4326:2013 (Earthquake resistant design and construction of buildings – Code of Practice (third revision) and other allied codes for adoption and enforcement by States/UTs and Urban Local Bodies as part of their building regulations.

Further, the National Disaster Management Authority (NDMA), under the Ministry of Home Affairs (MHA), has issued the National Disaster Management Guidelines on Management of Earthquakes, which provide guidance on earthquake risk reduction, including measures for safer construction, structural strengthening and retrofitting of buildings, particularly lifeline and critical infrastructure (https://ndma.gov.in/sites/default/files/PDF/Guidelines/earthquakes.pdf) .

Regulation and enforcement relating to periodic structural and seismic safety audits, building inspection regimes and compliance requirements are within the domain of States/Union Territories (UTs) and ULBs.

राजस्थान में केन-बेतवा नदी जोड़ो परियोजना का कार्यान्वयन

876. श्री हरीश चंद्र मीनाः

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार के पास मई, 2026 की स्थिति के अनुसार राजस्थान में केन-बेतवा नदी जोड़ो परियोजना के कार्यान्वयन की वर्तमान स्थिति के साथ-साथ इसके पूर्ण और लंबित चरणों का ब्यौरा है;

(ख) परियोजना के अंतर्गत कार्यान्वयन, निगरानी और जल प्रबंधन गतिविधियों में समूह 'ग' और समूह 'घ' के कर्मचारियों की भागीदारी सुनिश्चित करने के लिए क्या कदम उठाए गए हैं;

(ग) टोंक, सवाई माधोपुर, कोटा और बूंदी के शुष्क जिलों में पानी का न्यायसंगत और निष्पक्ष वितरण सुनिश्चित करने के लिए क्या पहल की गई हैं;

(घ) राज्य में जल संरक्षण को सुदृढ़ करने और कनिष्ठ तकनीकी व क्षेत्र-स्तरीय कर्मियों के प्रशिक्षण सहित स्थानीय क्षमता का निर्माण करने के लिए क्या कदम उठाए गए हैं; और

(ङ) परियोजना के अंतर्गत वर्ष 2026 के अंत तक कृषि क्षेत्र को संधारणीय सिंचाई सुविधाएं प्रदान करने के लिए अनुमानित समय-सीमा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) केन-बेतवा लिंक परियोजना के अंतर्गत राजस्थान लाभार्थी राज्य नहीं है। मध्य प्रदेश और उत्तर प्रदेश से संबंधित परियोजना के चरण-I और चरण-II कार्यान्वयन के विभिन्न चरणों में हैं और अनुमोदित समय-सीमा के अनुसार प्रगति कर रहे हैं।

(ख) केन-बेतवा लिंक परियोजना के संबंध में विभिन्न संवर्गों के कार्मिकों सहित परियोजना से जुड़े सभी हितधारक, आयोजना, कार्यान्वयन, मॉनीटरिंग और जल प्रबंधन गतिविधियों में अपनी निर्धारित भूमिकाओं के अनुसार कार्य कर रहे हैं।

(ग) से (ङ) प्रश्न ही नहीं उठता क्योंकि केन-बेतवा लिंक परियोजना राजस्थान के किसी जिले को शामिल नहीं करती है।

पूर्णिया हवाई अड्डे का विकास

877. श्री राजेश रंजनः

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने रनवे के विस्तार, एक आधुनिक टर्मिनल भवन के निर्माण, रात्रिकालीन लैंडिंग सुविधा के प्रावधान और अन्य आवश्यक अवसंरचनात्मक विकास सहित नियमित वाणिज्यिक उड़ान परिचालनों के लिए पूर्णिया हवाई अड्डे को विकसित करने का कोई प्रस्ताव तैयार किया है; और

(ख) यदि हां, तो तत्संबंधी ब्यौरा और वर्तमान स्थिति क्या है तथा उक्त कार्यों को पूरा करने के लिए क्या समय-सीमा निर्धारित की गई है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोल):

(क) और (ख) पूर्णिया हवाईअड्डा वायु सेना स्टेशन है, जहां नाईट लैंडिंग सुविधाओं सहित रनवे और संबद्ध अवसंरचना का प्रावधान भारतीय वायु सेना (आईएएफ) के अधिकार क्षेत्र में आता है।

आरसीएस-उड़ान योजना के तहत विकसित पूर्णिया हवाईअड्डे पर सिविल एन्क्लेव का प्रचालन और रखरखाव भारतीय विमानपत्तन प्राधिकरण (एएआई) द्वारा किया जाता है। पूर्णिया हवाईअड्डे से नियमित अनुसूचित उड़ानें परिचालित होती हैं।

भारतीय विमानपत्तन प्राधिकरण (एएआई) ने पूर्णिया हवाईअड्डे पर नए टर्मिनल भवन के विकास, एप्रोन, टैक्सीवे, ग्राउंड सपोर्ट इक्विपमेंट (जीएसई) सुविधाओं, एयरसाइड और सिटी-साइड सड़कों का निर्माण और अन्य संबंधित कार्यों (चरण-1) को निष्पादित किया हैं। हवाईअड्डे की विकास परियोजनाओं की पूर्णता समय-सीमा विभिन्न कारकों पर निर्भर करती है, जिसमें भूमि अधिग्रहण, संविधिक और अनिवार्य मंजूरी की उपलब्धता, वित्तीय समापन और अन्य संबंधित पहलू शामिल हैं।

WATERSHED DEVELOPMENT COMPONENT OF PMKSY-2.0

878. DR. C. M. RAMESH:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether R. Sivarampuram and Golugonda in Butchayyapeta and Golugonda Mandals in Anakapalli district of Andhra Pradesh have been approved under the Watershed Development Component of the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY)-2.0 and if so, the details thereof;

(b) whether it is proposed to create check dams/check walls, farm ponds/drought ponds, nalla bunds, percolation tanks and other water conservation structures under the said projects and if so, the details thereof;

(c) the details of the funds sanctioned and released for the said projects along with the present status of implementation and the timeline fixed for their completion; and

(d) the details of the number of small, marginal and landless farmers likely to be benefited under the said projects?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) Yes. The Department of Land Resources (DoLR), Ministry of Rural Development, Government of India, has sanctioned the R. Sivarampuram and Golugonda Watershed Projects under the Watershed Development Component of the Pradhan Mantri Krishi Sinchayee Yojana (WDC-PMKSY) 2.0 in Butchayyapeta and Golugonda Mandals of Anakapalli District, Andhra Pradesh. The sanctioned project area is 5,000 hectares each for R. Sivarampuram and Golugonda, covering a total area of 10,000 hectares.

(b) As per information received from State Level Nodal Agency (SLNA) implementing WDC-PMKSY 2.0 in Andhra Pradesh, the following Water Conservation Structures have been created in these projects.

Check dams / Check walls	31 Nos.
Farm ponds / Dugout ponds	48 Nos.
Nalla bunds / Percolation Tanks	218 Nos.
Amrit Sarovar	4 Nos.
Gabion WHS	20 os.

(c)As per information received from SLNA, Andhra Pradesh, the said projects are in advance stage of implementation and details of funds sanctioned and released for these projects is given below:

Sl. No.	Name of the project	Funds sanctioned	Funds released
1	R. Sivarampuram	11.00	8.93
2	Golugonda	11.00	8.23
Total		**22.00**	**17.16**

(d) As per information received from SLNA, Andhra Pradesh, 2,854 Farmers (small, marginal and landless) have been benefitted under these projects.

ESTABLISHMENT OF AERODROME AT ANDROTH ISLAND

879. SHRI HAMDULLAH SAYEED:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) the present status of the long-pending proposal for establishment of an aerodrome at Androth Island in the Union Territory of Lakshadweep, including the reasons for the delay or non- implementation thereof;

(b) whether the Government proposes to revive and expedite the said aerodrome project in view of the need to improve air connectivity, facilitate emergency medical evacuations, promote tourism and support the overall economic development of Androth Island and if so, the details thereof; and

(c) whether, pending the establishment of the aerodrome at Androth Island, the Government proposes to route medical evacuation helicopters returning from Kochi via Androth to cater to the Island's population, particularly in view of the

fact that such an arrangement was followed earlier and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (c) As per the Greenfield Airports (GFA) Policy, 2008, if any airport developer including a State Government desires to develop a Greenfield airport, they are required to identify a suitable site and get the Pre-feasibility Study conducted and submit a proposal to the Ministry of Civil Aviation (MoCA) for 'Site Clearance' followed by 'In-Principle' approval.

Proposal seeking 'Site Clearance' under GFA Policy for development of a Greenfield Airport at Androth Island in the Union Territory of Lakshadweep has not been received.

The helicopter operations in Lakshadweep are primarily intended for air ambulance (medical evacuation) services from islands to mainland and for other administrative purposes.

MSME CLUSTER DEVELOPMENT AND COMMON FACILITY CENTRES

880. SHRI AMARSING TISSO:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether any Micro, Small and Medium Enterprises (MSMEs) Clusters and Common Facility Centres (CFCs) have been sanctioned or established under the Micro and Small Enterprises–Cluster Development Programme (MSE-CDP) in Karbi-Anglong and Dima-Hasao districts of Assam during the last five years;

(b) if so, the details thereof, including the infrastructure created such as testing laboratories, training centres, design centres, incubation facilities and shared production facilities provided so far;

(c) whether these clusters have been integrated with supply chains, vendor development programmes and export-oriented production systems and if so, the details thereof; and

(d) whether the Government proposes to establish additional MSME Clusters and Common Facility Centres for bamboo, cane, handloom, handicrafts, agarwood, food processing and other locally significant industries in Karbi-Anglong and Dima-Hasao and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d) The Micro and Small Enterprises–Cluster Development Programme (MSE-CDP) is a demand-driven Central Sector Scheme of the Ministry of Micro, Small and Medium Enterprises (MSME). During the last five years, no Common Facility Centre (CFC) has been sanctioned under the

Scheme in Karbi Anglong and Dima Hasao districts of Assam, as no proposal was received from the State Government.

MSE-CDP is a demand driven scheme and does not earmark district-specific projects. Proposals for establishment of CFCs or Infrastructure Development projects, including those relating to bamboo, cane, handloom, handicrafts, agarwood, food processing and other locally significant industries are considered for assistance under the Scheme, subject to receipt of complete proposals from the State Government/UTs and their appraisal subject to viability in accordance with the extant Scheme Guidelines.

PRICES OF PETROL AND PETROLEUM PRODUCTS

881. SHRI SELVARAJ V.:

SHRI SUBBARAYAN K.:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the price of Brent crude oil has declined by nearly forty-four per cent from about 126.41 US dollars per barrel on April, 30 to about 70.78 US dollars per barrel as on 2 July, 2026, if so, the details thereof; and

(b) whether the Government has taken any decision regarding the reduction in the prices of petrol and petroleum products including Liquefied Petroleum Gas (LPG) proportionately, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) and (b) The price of Brent crude oil was USD 122.86/barrel on 30th April 2026 and USD 68.17/barrel on 2nd July 2026. However, the Brent crude prices continue to heavily fluctuate and have again increased to USD 92.19/barrel on 21st July 2026. India imports more than 88% of its crude oil requirements. Since March 2026, due to the West Asia crisis, international crude oil prices have risen significantly. To protect consumers from its impact, in March 2026, Government reduced the excise duties on petrol and diesel by Rs. 10 per litre each, resulting in a substantial negative impact on its tax revenues.

The conflict in the West Asia has not abated and the resultant geopolitical situation continues to be highly volatile. PSU OMCs have incurred huge losses on the sale of petrol, diesel, LPG, etc. Against this, Petrol and Diesel prices were increased only marginally by the PSU OMCs. The current RSP of Petrol and Diesel are Rs.102.12 and Rs.95.20 per litre respectively (Delhi).

Prices of LPG in the country are linked to its prices in the international market. Government continues to modulate the effective price to consumer for domestic LPG.

Prior to the outbreak of conflict in the Middle East in February 2026, India used to import about 60 percent of its LPG consumption, out of which about 90 percent was transiting through the Strait of Hormuz. With the closure of Strait of Hormuz, supplies of imported LPG were severely constrained. The Government took a series of proactive measures to ensure stability in LPG supplies post the outbreak of the conflict. These include rapid increase in

production of LPG from 34 to 54 TMT per day, prioritization of household usage of LPG, diversification of import sources, dynamic stock management, inter-regional allocation to address localized shortages, etc. Despite this unprecedented crisis, supply of LPG to all households in the country has been ensured without any disruption. During the peak of this crisis, more than 56 crore domestic LPG cylinders were delivered between March and June 2026, including more than 12 crore cylinders to Ujjwala families.

With the onset of the West Asia crisis, the average Saudi CP (the international benchmark for LPG pricing) rose upto US$ 780/MT in April and May 2026. In June 2026, as the Saudi CP rose further to US$ 796/MT (excluding premium), the Market Determined Price (MDP) of a 14.2 kg domestic LPG cylinder went to Rs.1,695 per 14.2 Kg cylinder.

The Retail Selling Price of domestic LPG is being maintained at Rs. 942 per 14.2 Kg cylinder, carrying an implicit subsidy (under-recovery) of more than Rs 700 per 14.2 Kg cylinder, in June 2026. Even for the month of July 2026, the implicit subsidy on each 14.2 Kg domestic LPG cylinder is more than Rs 500 per cylinder. For more than 10.5 crore PMUY consumers, the effective price is only Rs. 642 per cylinder (Delhi), after a targeted subsidy of Rs. 300 per cylinder, in addition to the implicit subsidy of more than Rs 500 per cylinder.

Government have been ensuring availability of domestic LPG at affordable prices to households in the country for which Government have paid to the OMCs a compensation of Rs.22,000 crore in FY 2022-23 and paying

Rs.30,000 crore during FY 2025-26 and FY 2026-27. Even after the payment of this compensation, accumulated under-recovery of the PSU OMCs on domestic LPG was more than Rs 51000 crores as of 30th June 2026 itself.

SMART CITY PROJECTS IN SRINAGAR

882. SHRI AGA SYED RUHULLAH MEHDI:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Government has taken cognizance of the widespread waterlogging and flood-like conditions witnessed in Srinagar following recent rainfall despite substantial expenditure under the Srinagar Smart City Project and if so, the details thereof;

(b) whether the Smart City Project included works relating to storm-water drainage, flood mitigation and urban water management and if so, the details of such works, their cost and present status;

(c) whether the Government has assessed the reasons for severe waterlogging in several areas despite the execution of Smart City works and if so, the details thereof; and

(d) whether any technical audit or accountability mechanism has been initiated to examine the quality and effectiveness of the drainage infrastructure created under the project and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (c) Smart City Proposals (SCPs) have been planned at the local level based on the local needs of the cities, in consultation with various stakeholders, including citizens, across various sectors viz. smart mobility, Water, Sanitation, Hygiene (WASH), smart governance, smart energy, environment etc., duly approved by State High Powered Steering Committee (HPSC). As reported by the Srinagar Smart City as on 31.3.2026, out of a total 161 projects amounting to ₹3,633 Cr including projects under WASH, 157 projects (98% of total projects) amounting to ₹3,530 Cr have been completed.

(d) Under the provisions of Companies Act, 2013, audit of the Special Purpose Vehicles under SCM is conducted by the State Auditor General, Audit in the State/UTs. Further, Ministry of Housing and Urban Affairs (MoHUA) has a multi-level review structure to expedite the progress of projects under the SCM. At the National level, implementation is monitored by an Apex Committee headed by Secretary, MoHUA. At the State level, Mission implementation is monitored by the State level High Powered Steering Committee (HPSC) chaired by the Chief Secretary. At the City level, there is provision for establishing Smart City Advisory Forum (SCAF) for all 100 cities to advise and enable collaboration among various stakeholders.

SURVEY ON GLACIAL LAKE OUTBURST FLOODS

883. DR. THOL THIRUMAAVALAVAN:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has conducted any survey regarding Glacial Lake Outburst Floods (GLOFs) during the last three years and if so, the details thereof; and

(b) whether any early warning system has been installed to provide advance information regarding floods based on the findings of such GLOFs survey and if so, the details thereof along with the cost involved in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) Yes. The Government of India has undertaken surveys and scientific assessments to identify and evaluate the risks associated with Glacial Lake Outburst Floods (GLOFs) in the Indian Himalayan Region.

Central Water Commission (CWC) has identified several potentially dangerous glacial lakes for priority monitoring and currently monitors 2,485 glacial lakes having an area greater than 10 hectares across the Himalayan river basins, covering four States and two Union Territories, during the period June to October every year using remote sensing techniques.

Subsequently, the National Disaster Management Authority (NDMA), in collaboration with national scientific agencies, carried out scientific assessment of 189 high-risk glacial lakes across the Indian Himalayan Region during 2025. Based on the assessment, 56 glacial lakes were classified as very high risk considering their potential to trigger GLOFs and the exposure of downstream habitations and infrastructure.

(b) Based on the findings of the GLOF hazard assessments and glacial lake monitoring, the Government has initiated the establishment of GLOF Early Warning Systems (EWS) at selected high-risk glacial lakes in the Indian Himalayan Region.

Further, NDMA is implementing the National GLOF Risk Mitigation Programme (NGRMP), which was approved in 2024, for implementation in the States of Himachal Pradesh, Uttarakhand, Sikkim and Arunachal Pradesh at a total approved cost of Rs. 150 crore. The programme envisages Hazard and Risk Assessment, Monitoring and Early Warning Systems, site-specific structural and non-structural mitigation measures, and community awareness and capacity building.

However, at present, no end-to-end GLOF Early Warning System has been commissioned under the National GLOF Risk Mitigation Programme.

In addition, NDMA, in collaboration with the Swiss Agency for Development and Cooperation (SDC) and the Sikkim State Disaster Management Authority (SSDMA), conducted multi-agency expeditions to the high-risk South Lhonak and Shako Cho glacial lakes in Sikkim during 2023 and 2024 to facilitate scientific investigations and the development of appropriate monitoring, early warning mechanisms and mitigation measures.

An amount of Rs. 52.50 crore has been earmarked under the Monitoring and Early Warning System component of the NGRMP, out of the total programme outlay of Rs. 150 crore.

संधारणीय भूजल प्रबंधन

884. श्री ज्ञानेश्वर पाटीलः

श्रीमती कलाबेन मोहनभाई देलकरः

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) पिछले तीन वर्षों से अब तक देश भर के विभिन्न राज्यों, विशेष रूप से मध्य प्रदेश और दादरा और नगर हवेली तथा दमन और दीव संघ राज्यक्षेत्रों में जल जीवन मिशन के अंतर्गत कवर किए गए परिवारों की संख्या कितनी है;

(ख) मध्य प्रदेश और दादरा और नगर हवेली तथा दमन और दीव संघ राज्यक्षेत्रों के ग्रामीण व सुदूर क्षेत्रों में पेयजल की कमी को दूर करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं;

(ग) केंद्र सरकार द्वारा सहायता प्राप्त सिंचाई परियोजनाओं का ब्यौरा क्या है;

(घ) देश भर में, विशेष रूप से मध्य प्रदेश और दादरा और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्रों में केंद्रीय स्तर पर विभिन्न जल योजनाओं के अंतर्गत जारी की गई निधि का ब्यौरा क्या है; और

(ङ) उक्त राज्य और संघ राज्यक्षेत्रों में संधारणीय भूजल प्रबंधन सुनिश्चित करने के लिए सरकार द्वारा क्या उपाय किए गए हैं/किए जाने का प्रस्ताव है?

जल शक्ति मंत्रालय में राज्य मंत्री; **तथा रेल मंत्रालय में राज्य मंत्री** (**श्री वी. सोमन्ना**):

(क) से (घ) मध्य प्रदेश और संघ राज्य क्षेत्र दादरा और नगर हवेली तथा दमण और दीव के ग्रामीण परिवारों सहित देश के प्रत्येक ग्रामीण परिवार को अगस्त 2019 से नल जल कनेक्शन के माध्यम से नियमित और दीर्घकालिक आधार पर निर्धारित गुणवत्ता की पर्याप्त मात्रा में पीने योग्य जल सुनिश्चित करने में सक्षम बनाने के लिए, भारत सरकार राज्यों की भागीदारी से जल जीवन मिशन (जेजेएम) हर घर जल को कार्यान्वित कर रही है।

मिशन की शुरुआत में, मध्य प्रदेश राज्य में लगभग 13.53 लाख (12.18%) ग्रामीण परिवारों के पास नल जल कनेक्शन होने की सूचना थी। अब तक, राज्य द्वारा दी गई सूचना के अनुसार, लगभग 69.74 लाख ग्रामीण परिवारों को जेजेएम के तहत नल जल कनेक्शन प्रदान किए गए हैं। इस प्रकार, 18.07.2026 तक, राज्य के 111.13 लाख ग्रामीण परिवारों में से लगभग 83.27 लाख (74.93%) परिवारों के पास उनके घरों में नल जल आपूर्ति होने की सूचना है।

2019-20 से आवंटित केंद्रीय निधि, मध्य प्रदेश राज्य द्वारा आहरित निधि और निधि के संसूचित उपयोग का वर्ष-वार ब्यौरा इस प्रकार है:

(राशि करोड़ रुपये में)

	केंद्रीय					**राज्य के हिस्से के तहत व्यय**
वर्ष	**अथशेष**	**आवंटित निधि**	**जारी की गई निधि**	**उपलब्ध निधि**	**संसूचित उपयोग**	
2019-20	1.26	571.60	571.60	572.86	326.65	288.75
2020-21	246.21	1,280.13	960.09	1,206.30	1,014.70	876.84
2021-22	191.61	5,116.79	3,837.59	4,029.20	2,262.78	2,479.33
2022-23	1,766.42	5,641.02	2,820.51	4,586.93	3,526.87	3,516.37
2023-24	1,060.06	10,297.86	5,419.90	6,479.96	6,388.57	6,390.54
2024-25	91.39	4,044.70	2,622.35	2,713.74	2,683.52	10,190.95
2025-26#	30.22	154.02	154.02	184.24*	-	9,738.27

#जेजेएम 2.0 को मार्च 2026 में मंजूरी दी गई थी स्रोत: जेजेएम-आईएमआईएस

*मिशन के दो चरणों (जेजेएम 1.0 और जेजेएम 2.0) के बीच राज्य द्वारा किए गए अतिरिक्त व्यय की प्रतिपूर्ति के रूप में जारी।

इसके अलावा, जेजेएम 2.0 के तहत 2026-27 में मध्य प्रदेश राज्य को 5,887.45 करोड़ रुपये की राशि अंनतिम रूप से आवंटित की गई है।

18.07.2026 तक, दादरा और नगर हवेली तथा दमण और दीव के सभी 0.85 लाख ग्रामीण परिवारों के पास उनके घरों में नल जल आपूर्ति होने की सूचना है। वर्तमान में, संघ राज्य क्षेत्र दादरा एवं नगर हवेली और दमण तथा दीव जेजेएम के तहत केंद्रीय निधि का लाभ नहीं उठा रहे हैं।

जल संसाधन, नदी विकास और गंगा संरक्षण विभाग ने सूचित किया है कि प्रधानमंत्री कृषि सिंचाई योजना (पीएमकेएसवाई) वर्ष 2015-16 के दौरान शुरू की गई थी, जिसका उद्देश्य खेतों में पानी की भौतिक पहुंच को बढ़ाना, सुनिश्चित सिंचाई के तहत खेती योग्य क्षेत्र का विस्तार करना, खेत में जल उपयोग दक्षता में सुधार लाना और सतत जल संरक्षण व्यवहारों को बढ़ावा देना है।

पीएमकेएसवाई-एआईबीपी के तहत कुल 125 वृहद और मध्यम सिंचाई परियोजनाएं शुरू की गई हैं। इनमें से 71 परियोजनाएं पूरी हो चुकी हैं। 2016 से, इन परियोजनाओं के परिणामस्वरूप 30.66 लाख हेक्टेयर की अतिरिक्त सिंचाई क्षमता सृजित की गई है और 23.42 लाख हेक्टेयर को कवर करने वाले कमान क्षेत्र का विकास हुआ है।

इसके अलावा, विदर्भ और मराठवाड़ा तथा शेष महाराष्ट्र के अन्य लंबे समय से सूखाग्रस्त क्षेत्रों में कृषि संकट को दूर करने के लिए 8 वृहद, मध्यम और 83 सतही लघु सिंचाई परियोजनाओं को पूरा करने के लिए जुलाई, 2018 में एक विशेष पैकेज शुरू किया गया है। इस पैकेज के तहत 2.16 लाख हेक्टेयर सिंचाई क्षमता सृजित की गई है

इन योजनाओं के तहत अप्रैल, 2016 से जारी केंद्रीय सहायता का ब्यौरा नीचे दिया गया है:

योजना	**प्रदान की गई कुल केंद्रीय सहायता**	**मध्य प्रदेश को प्रदान की गई केन्द्रीय सहायता**
पीएमकेएसवाई-त्वरित सिंचाई लाभ कार्यक्रम	21,823.46	806.53
पीएमकेएसवाई-कमान क्षेत्र विकास और जल प्रबंधन	3,386.08	386.38

महाराष्ट्र को विशिष्ट पैकेज	3223.95	-

दादरा और नगर हवेली तथा दमण और दीव संघ राज्य क्षेत्र को उपरोक्त योजनाओं के तहत कोई केन्द्रीय सहायता प्रदान नहीं की गई है।

इसके अलावा, केन्द्रीय भू जल बोर्ड (सीजीडब्ल्यूबी) भूजल प्रबंधन और विनियमन स्कीम (जीडब्ल्यूएमआर), जो एक केन्द्रीय क्षेत्र की स्कीम है, के अंतर्गत भूजल अन्वेषण, निगरानी, मूल्यांकन तथा प्रबंधन से संबंधित कार्यकलापों का कार्यान्वयन करता है। वित्त वर्ष 2026-27 के लिए जीडब्ल्यूएमआर योजना के तहत आवंटित और उपयोग की गई धनराशि का ब्यौरा इस प्रकार है:

राज्य	**2026-27 (राशि करोड़ रुपये में)**	
	स्वीकृत धनराशि	**उपयोग की गई निधि**
गुजरात	7.28	0.55
मध्य प्रदेश	30.37	0.91

(ङ) जल राज्य का विषय होने के कारण, मध्य प्रदेश में भूजल संरक्षण और प्रबंधन से संबंधित उपायों की आयोजना, वित्तपोषण तथा कार्यान्वयन मुख्य रूप से राज्य सरकार द्वारा अपनी प्राथमिकताओं और संसाधनों की उपलब्धता के अनुसार किया जाता है। संघ राज्य क्षेत्र दादरा और नगर हवेली तथा दमण और दीव में संघ राज्य क्षेत्र प्रशासन द्वारा लागू प्रशासनिक ढांचे के अनुसार ऐसे उपाय किए जाते हैं। तथापि, मध्य प्रदेश और संघ राज्य क्षेत्र दादरा तथा नगर हवेली सहित देश भर में पुनर्भरण को बढ़ावा देने और सतत भूजल प्रबंधन सुनिश्चित करने के लिए केन्द्र सरकार द्वारा किए गए विभिन्न उपाय निम्नानुसार हैं -

- केंद्रीय भूजल बोर्ड (सीजीडब्ल्यूबी) ने मध्य प्रदेश में लगभग 2.69 लाख वर्ग किलोमीटर तथा संघ राज्य क्षेत्र दादरा और नगर हवेली तथा दमण और दीव में 602 वर्ग किलोमीटर के पहचान किए गए पूरे मैप योग्य क्षेत्र में राष्ट्रीय जलभृत मानचित्रण तथा प्रबंधन कार्यक्रम (एनएक्यूयूआईएम 1.0) के तहत जलभृत मानचित्रण पूरा कर लिया है। कार्यक्रम के तहत, जलभृत मानचित्रण और भूजल-प्रबंधन योजनाएं तैयार की गई हैं तथा संबंधित राज्य एजेंसियों के साथ साझा की गई हैं। ये योजनाएं जलभृत विशेषताओं, भूजल उपलब्धता और जल संरक्षण, वर्षा जल संचयन तथा कृत्रिम-पुनर्भरण हस्तक्षेपों सहित उपयुक्त मांग-आधारित और आपूर्ति आधारित उपायों पर वैज्ञानिक जानकारी प्रदान करती हैं।
- भूजल के कृत्रिम पुनर्भरण के लिए मास्टर प्लान-2020 में मध्य प्रदेश में लगभग 7.25 लाख वर्षा जल-संचयन और कृत्रिम-पुनर्भरण संरचनाओं के निर्माण की परिकल्पना की गई है तथा संघ राज्य क्षेत्र दादरा और नगर हवेली में लगभग 12,000 ऐसी संरचनाओं का उपयोग किया गया है।
- विनियमन को सुदृढ़ बनाने के लिए, जल शक्ति मंत्रालय ने भूजल निष्कर्षण के लिए दिशानिर्देश (2020, संशोधित 2023) जारी किए हैं, जिसमें वर्षा जल संचयन, जल उपयोग दक्षता और पुनर्चक्रण को अनिवार्य किया गया है। भूजल कानून को अधिनियमित करने के लिए एक मॉडल विधेयक भी परिचालित किया गया है जिसे अधिकांश राज्यों/संघ राज्य क्षेत्रों ने अपनाया है। समानांतर में, सीजीडब्ल्यूबी जल संरक्षण को बढ़ावा देने के लिए जागरूकता, प्रशिक्षण और आईईसी गतिविधियां चलाता है।
- आवासन और शहरी कार्य मंत्रालय ने मॉडल भवन उप-नियम, 2016 जारी किए हैं, जो 100 वर्ग मीटर या अधिक के भूखंड आकार के सभी प्रकार के भवनों के लिए वर्षा जल संचयन की सिफारिश करते हैं। अब तक, मध्य प्रदेश और संघ राज्य क्षेत्र दादरा तथा नगर हवेली सहित 35 राज्यों/संघ राज्य क्षेत्रों ने अपने संबंधित भवन उप-नियमों में प्रावधानों को शामिल किया है।

JAL JEEVAN MISSION IN BIHAR

885. SHRI RAJA RAM SINGH:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has reviewed the implementation of the Jal Jeevan Mission in flood-prone districts of Bihar and if so, the details thereof;

(b) the details of Functional Household Tap Connections presently non-functional, district wise;

(c) whether any special package has been sanctioned to restore damaged rural drinking water infrastructure following floods and if so, the details thereof;

(d) the total Central assistance released to Bihar under the Flood Management and Border Areas Programme during the last five years; and

(e) the details of the funds utilised on infrastructure building and humanitarian assistance, district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) to (c) Drinking Water is a ‘State’ subject, and hence, under JJM, the responsibility of planning, approval, implementation, operation & maintenance of drinking water supply schemes lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance. Since August 2019, Government of India, in partnership with States, has been implementing Jal Jeevan Mission (JJM) – Har Ghar Jal to make provision of tap water supply to every rural household of the country.

The Union Cabinet has approved the extension of Jal Jeevan Mission (JJM) period up to December 2028 with enhanced outlay and restructured implementation focusing on structural reforms in rural drinking water supply sector under JJM 2.0.

The Department has shared the operational guidelines of JJM 2.0 with States/UTs which provides that each scheme shall have an emergency continuity plan to ensure uninterrupted water supply during droughts, floods and other disruptions. Further, the implementation of the mission, including in flood-prone districts of Bihar, is reviewed regularly through periodic review meetings, field visits, video conferences and monitoring through the JJM-IMIS.

At the start of the Mission, around 3.16 lakh (1.89 %) rural households were reported to have tap water connections in State of Bihar. So far, as reported by the State on JJM-IMIS, around 1.57 crore rural households have been provided with tap water connections. Thus, as on 19.07.2026, out of 1.67 crore rural households in the State, around 1.60 crore (95.71%) households are reported to have tap water supply in their homes. The district-wise status of tap connections is available in public domain at the following link: https://ejalshakti.gov.in/jjmreport/JJMIndia.aspx

(d) and (e) No special package has been sanctioned by the Department of Drinking Water & Sanitation for restoration of rural drinking water infrastructure damaged due to floods in Bihar.

As informed by Department of Water Resources, River Development & Ganga Rejuvenation, flood management and anti-erosion schemes are

formulated and implemented by concerned State Governments as per their priority. The Union Government supplements the efforts of the States by providing technical guidance and also promotional financial assistance for management of floods in critical areas. Union Government is implementing "Flood Management and Border Areas Programme (FMBAP)" 2 for providing central assistance to States for works related to flood control, anti-erosion, drainage development, anti-sea erosion, etc. The total central assistance released to Bihar under Flood Management and Border Areas Programme (FMBAP) during last five years is Rs. 295.728 crore.

IDENTIFICATION AND RECTIFICATION OF BLACK SPOTS

886. SHRI SURESH KUMAR KASHYAP:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) the number of road accident prone black spots identified in Himachal Pradesh during the last two years, district-wise;

(b) the details of road accident prone black spots rectified, under rectification and pending for improvement in Himachal Pradesh, indicating separately those falling in the Shimla Lok Sabha Constituency;

(c) the details of works undertaken, funds sanctioned, expenditure incurred and the present status of each road accident black spot in Himachal Pradesh; and

(d) the steps taken to identify new accident-prone locations and improve road safety through engineering measures, signages, crash barriers, speed calming measures and awareness campaigns in the hilly areas of Himachal Pradesh?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Certain segments on National Highways (NHs) have been identified as black corridors which are continuous stretches qualifying the criteria of black spots i.e. locations with occurrence of certain number of accidents involving fatalities and grievous injuries. These black corridors have been identified on real-time basis through AI based tools. Based on the available accident data from Electronic Detailed Accident Report (e-DAR), a list of 11 black corridors have been identified in the State of Himachal Pradesh during the period of 2023-2025. The district-wise list of black corridors is given in the enclosed **Statement.**

(b) Short-term measures for immediate rectification of Black corridors include road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, etc. Long-term measures like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are also taken as permanent rectification measures of black corridors as per

site requirement. Long term rectification works involve pre-construction activities such as land acquisition, forest clearance & utility shifting which takes significant time.

(c) No separate allocation of funds is made for rectification works on road accident black spots which are executed either as part of on-going NH development works or on standalone basis. However, details of funds allocated and expenditure incurred during the last two years for development and maintenance of National Highways in the State of Himachal Pradesh including rectification of road accident black spots are as under:

Year	Allocation (₹ in Crore)	Expenditure (₹ in Crore)
2024-25	3,998	3,994
2025-26	3,832	3,818
2026-27 (till 30.06.2026)	1,511	1,109

(d) An electronic Detailed Accident Report (eDAR) has been developed, a central repository for reporting, management and analysis of road accidents data across the country. Based on the available accident data from Electronic Detailed Accident Report (e-DAR), a list of 11 black corridors have been identified in the State of Himachal Pradesh during the period 2023-2025.

Government has taken steps for immediate short-term measures on black spots like road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, etc. Long-term measures like improvement of road geometrics,

junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are also taken as permanent rectification measures as per site requirement. Long term rectification works involve pre-construction activities such as land acquisition, forest clearance & utility shifting which takes significant time.

STATEMENT

District-wise list of Black Corridors identified in Himachal Pradesh during the period of 2023-2025

S.No.	District Name	Number of Black Corridors
1	Baddi	2
2	Kangra	2
3	Mandi	1
4	Shimla	1
5	Sirmaur	3
6	Solan	1
7	Una	1

मुरादाबाद विमानपत्तन का संचालन

887. श्रीमती रुचि वीराः

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार को इस बात की जानकारी है कि मुरादाबाद विमानपत्तन का निर्माण कार्य पूरा होने के बावजूद, वहाँ से अभी तक नियमित व्यावसायिक उड़ान संचालन और कार्गो सेवाएं शुरू नहीं की गई हैं, जिससे निर्यातकों को काफी असुविधा हो रही है और यदि हां, तो इसके क्या कारण हैं;

(ख) उड़ान योजना के तहत मुरादाबाद से दिल्ली, मुंबई और कोलकाता जैसे प्रमुख व्यावसायिक केंद्रों के लिए हवाई संपर्क प्रदान करने की वर्तमान स्थिति क्या है;

(ग) क्या सरकार का मुरादाबाद विमानपत्तन पर पीतल के हस्तशिल्प के त्वरित निर्यात के लिए एक समर्पित एयर कार्गो परिसर स्थापित करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) स्थानीय युवाओं के लिए रोजगार के अवसर पैदा करने के उद्देश्य से विमानपत्तन के नजदीकी क्षेत्रों में एक एयरो-सिटी विकसित करने की सरकार की समयबद्ध योजना/स्कीम का ब्यौरा क्या है?

सहकारिता मंत्रालय में राज्य मंत्री; **तथा नागर विमानन मंत्रालय में राज्य मंत्री** (**श्री मुरलीधर मोहोल**):

(क) से (घ) उड़ान योजना के तहत मुरादाबाद हवाईअड्डे की पहचान की गई और उसे विकसित किया गया और इसे 2बी-वीएफआर प्रचालन के लिए लाइसेंस दिया गया है। मैसर्स फ्लाईबिग ने मोरादाबाद से लखनऊ मार्ग और कानपुर, हिंडन, सहारनपुर और देहरादून को जोड़ने वाले अन्य आरसीएस मार्गों के परिचालन हेतु आरसीएस के तहत अपने संविदात्मक अधिकारों और दायित्वों को मैसर्स स्काईहॉप को नवीकृत किया है।

इस पहल के अगले चरण के तहत, सरकार ने हाल ही में उड़ान योजना के अगले चरण को मंजूरी दी है ताकि अगले दस वर्षों में 120 नए गंतव्यों को जोड़ा जा सके और 4 करोड़ यात्रियों के लिए यात्रा को सुविधाजनक बनाया जा सके। मुरादाबाद हवाईअड्डे को जोड़ने वाले मार्गों पर संशोधित उड़ान योजना के तहत आगामी बोली दौर में विचार किया जा सकता है, यदि कोई एयरलाइन इसके लिए वैध बोलियां प्रस्तुत करती है।

हवाई अड्डों पर कार्गो अवसंरचना का विकास एक सतत प्रक्रिया है जिसे चरणबद्ध आधार पर और मांग-संचालित प्रक्रिया के माध्यम से किया जाता है, जो वास्तविक कार्गो मात्रा, यातायात क्षमता और वाणिज्यिक व्यवहार्यता के साथ संरेखित होती है।

उड़ान' योजना के प्रावधानों के अनुसार, योजना के तहत विकसित हवाई अड्डे नो-फ्रिल्स हवाई अड्डे हैं जिनमें प्रचालन के लिए आवश्यक न्यूनतम अवसंरचना और सुविधाएं होती हैं। इसका प्राथमिक उद्देश्य निर्माण और परिचालन लागत को कम करना है, जिससे छोटे शहरों और कस्बों में क्षेत्रीय संपर्क को बढ़ावा मिले। हवाई अड्डा अवसंरचना का आधुनिकीकरण और भावी विकास, भारतीय विमानपत्तन प्राधिकरण (एएआई) या संबंधित हवाई अड्डा प्रचालकों द्वारा यातायात की मांग, वाणिज्यिक व्यवहार्यता और परिचालन आवश्यकताओं के आधार पर किया जाता है।

स्मार्ट सिटी मिशन के तहत परियोजनाएं और योजनाएं

888. श्री अरुण कुमार सागरः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) देश में स्मार्ट सिटी मिशन (एससीएम) के तहत केंद्रीय योजनाओं का ब्यौरा क्या है;

(ख) इन योजनाओं के तहत कौन-सी स्मार्ट ढांचागत सुविधाएं उपलब्ध हैं और तत्संबंधी ब्यौरा क्या है;

(ग) आज की तारीख तक देश में राज्य-वार विभिन्न स्मार्ट सिटी परियोजनाओं की वर्तमान स्थिति क्या है;

(घ) शाहजहाँपुर लोक सभा निर्वाचन क्षेत्र में स्मार्ट सिटी योजनाओं के कार्यान्वयन में किन समस्याओं का सामना करना पड़ रहा है; और

(ङ) देश में शहरी विकास पर स्मार्ट सिटी योजनाओं का क्या प्रभाव पड़ा है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) और (ख) स्मार्ट सिटी मिशन (एससीएम) ने 100 शहरों में रेट्रोफिटिंग, पुनर्विकास और ग्रीनफील्ड विकास के माध्यम से क्षेत्र आधारित विकास दृष्टिकोण का पालन किया है। स्मार्ट सिटी मिशन के तहत शहरों का विकास राज्यों/संघ राज्य क्षेत्रों से विभिन्न क्षेत्रों जैसे स्मार्ट मोबिलिटी,

जल, सफाई, स्वच्छता (डब्ल्यूएएसएच), स्मार्ट गवर्नेंस, स्मार्ट ऊर्जा, पर्यावरण आदि पर प्राप्त स्मार्ट सिटी प्रस्तावों (एससीपी) के आधार पर किया जाता है, जिन्हें मुख्य सचिव की अध्यक्षता में राज्य उच्चाधिकार प्राप्त संचालन समिति (एचपीएससी) द्वारा विधिवत अनुमोदित किया गया है।

(ग) एससीएम के तहत, मिशन की शुरुआत के बाद से 1,64,811 करोड़ रुपये की 8,064 परियोजनाएं शुरू की गईं। 31.03.2026 तक,1,56,257 करोड़ रुपये की 7,790 परियोजनाएं (97%) पूरी हो चुकी हैं। 31.03.2026 तक राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई रिपोर्ट के अनुसार, केंद्र सरकार द्वारा आवंटित 48,000 करोड़ रुपए की राशि में से राज्यों/संघ राज्य क्षेत्रों द्वारा 99 प्रतिशत निधि दावा (47,458 करोड़ रुपए) प्रस्तुत किया गया तथा 98 प्रतिशत राशि (46,377 करोड़ रुपए) का उपयोग किया गया। स्मार्ट सिटी परियोजनाओं की राज्य / संघ राज्य क्षेत्र-वार स्थिति संलग्न **विवरण** में दी गई है।

(घ) शाहजहांपुर एससीएम के तहत आने वाले 100 शहरों में शामिल नहीं था।

(ङ) एससीएम के तहत, व्यापक जनभागीदारी के साथ विभिन्न क्षेत्रों मे क्रियान्वित 8,064 बहु - क्षेत्रीय परियोजनाओं के माध्यम से सतत शहरी विकास सुनिश्चित किया गया है, जिनमें स्मार्ट समाधानों को अपनाते हुए शहर के बड़े हिस्सों को आच्छादित किया गया है। स्मार्ट सिटी मिशन का प्रभाव इस प्रकार है:

i. 100 विशेष प्रयोजन तंत्रों (एसपीवी) की स्थापना - सभी 100 शहरी स्थानीय निकायों (यूएलबी) में विशेष प्रयोजन तंत्रों (एसपीवी) का कंपनी के रूप में गठन किया गया है। इससे निर्णय लेने की प्रक्रिया अधिक तीव्र एवं प्रभावी हुई है। उदाहरण स्वरूप, छोटे शहर भी बड़े शहरों के समकक्ष प्रदर्शन कर रहे हैं।

ii. 100 एकीकृत कमान और नियंत्रण केंद्र (आईसीसीसी) बनाए गए हैं।

iii पीपीपी परियोजनाओं को विकसित करने की क्षमता - 9,190 करोड़ रुपये की 194 परियोजनाएं पूरी हुईं।

iv शहरों के विकास के अनुकरणीय मॉडल - कई प्रतिकृति मॉडल सामने आए हैं।

विवरण

स्मार्ट सिटी परियोजना की राज्य / संघ राज्य क्षेत्र-वार स्थिति

(राशि करोड़ रूपए में)

क्रम संख्या	राज्य का नाम	कुल परियोजनाएं		पूर्ण परियोजनाएं	
		परियोजनाओं की संख्या	परियोजनाओं की लागत	परियोजनाओं की संख्या	परियोजनाओं की लागत
1	अंडमान निकोबार द्वीप समूह	18	511	9	72
2	आंध्र प्रदेश	280	6589	249	5739
3	अरुणाचल प्रदेश	75	1032	66	880
4	असम	21	755	21	755
5	बिहार	152	5243	143	4923
6	चंडीगढ़	97	2694	97	2694
7	छत्तीसगढ़	520	4454	507	4245
8	दादरा और नगर हवेली	29	853	14	432
9	दमन और दीव	52	1148	43	1093
10	दिल्ली	127	997	121	884
11	गोवा	51	1051	50	1043
12	गुजरात	359	11507	357	11278
13	हरियाणा	161	2136	140	1564
14	हिमाचल प्रदेश	291	1552	285	1452
15	जम्मू और कश्मीर	288	6603	282	6472
16	झारखंड	26	1847	26	1847
17	कर्नाटक	917	13819	901	13499
18	केरल	177	3003	173	2913
19	लक्षद्वीप	12	289	8	11
20	मध्य प्रदेश	788	15129	778	14612
21	महाराष्ट्र	347	16980	331	15518
22	मणिपुर	27	513	23	346
23	मेघालय	13	517	10	453
24	मिजोरम	45	508	33	290
25	नागालैंड	40	689	40	689

26	ओडिशा	107	3589	104	3427
27	पुडुचेरी	80	595	70	328
28	पंजाब	204	4486	190	4148
29	राजस्थान	579	8640	575	8548
30	सिक्किम	55	1661	52	1516
31	तमिलनाडु	729	17952	726	17924
32	तेलंगाना	168	2895	143	2520
33	त्रिपुरा	77	808	77	808
34	उत्तर प्रदेश	893	21161	889	20959
35	उत्तराखंड	33	1144	32	939
36	पश्चिम बंगाल	226	1460	225	1435
	कुल योग	**8,064**	**1,64,811**	**7,790**	**1,56,257**

राज्यों/संघ राज्य क्षेत्रों द्वारा 31.03.2026 को दी गई जानकारी के अनुसार।

ROAD PROJECTS IN MAHARASHTRA

889. DR. AMOL RAMSING KOLHE:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government has reviewed the proposed High-Speed and High-Density Corridors and Build-Operate-Transfer (BOT) National Highway projects in Maharashtra;

(b) the details of such projects proposed, approved and under implementation in the State, including district-wise alignment and estimated cost;

(c) whether these projects are expected to improve connectivity to industrial clusters, ports, agricultural markets and backward regions of Maharashtra, if so, the details thereof;

(d) the timeline fixed for land acquisition, award of contracts and completion of the projects; and

(e) the measures taken by the Government to ensure timely execution, adequate financing and resolution of bottlenecks so as to accelerate economic growth and reduce logistics costs in Maharashtra?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) The Government has established a framework for regular review of the progress of all on-going National Highways (NHs) works including High-Speed and High-Density Corridors and Build-Operate-Transfer (BOT) projects. This involves review at site, State and Central Government level involving all stakeholders including the State Government.

(b) to (d) The status of High-Speed and High-Density Corridors and Build-Operate-Transfer (BOT) National Highway projects sanctioned by the Central Government for improving the connectivity to industrial clusters, ports, agricultural markets and backward regions of Maharashtra is as under:

S. No.	Details	Length (km)	Sanctioned cost (Rs. in crores)	Districts covered	Present status
1	Vadodara-Mumbai Expressway	149.60	10,556.02	Palghar, Thane	Under implementation with target for completion on 31.08.2026
2	Akkalkot – Maharashtra-Karnataka Border	36.40	872.17	Solapur	Under implementation with target for completion on 31.08.2026

3	6-laning of Pune-Satara section of NH-48 on BOT	140.35	1724.55	Pune, Satara	Under implementation with target for completion on 31.12.2026
4	4-laning of Solapur-Maharashtra-Karnataka Border of NH-65 on BOT	100.06	923.04	Solapur, Dharashiv	Under implementation with target for completion on 31.12.2026
5	6-laning of Satara-Kagal section of NH-48, Pkg-II on BOT	67.00	1749.86	Satara, Kolhapur	Under implementation with target for completion on 31.12.2026
6	Development of Nashik Phata-Alandi Phata-Khed (NH-60) on BOT	20.00	7801.00	Pune	Under bidding. Target for completion in FY 2030-31
7	Development of Pagote Chowk (NH-348B) on BOT	29.00	4377.00	Raigad	Under bidding.
8	Connectivity to Vadhawan Port section of NH-248S	32.00	4384.00	Palghar	Work awarded. Target for completion in FY 2029-30
9	Nashik-Ahmednagar-Solapur-Akkalkot on BOT	374.00	19,142.00	Nashik, Ahilyanagar, Beed, Dharashiv, Solapur	Under bidding.

(e) The Government has taken number of steps to ensure timely completion of NH projects. These include streamlining and expediting land acquisition using “Bhoomirashi” portal and GIS-based Land Acquisition Plan, revamping “Parivesh” Portal through Ministry of Environment, Forest and Climate Change,

to facilitate faster forest and environmental clearances, enabling online approval of General Arrangement of Drawings (GAD) of Road Over Bridge / Road Under Bridge (ROB/RUB) from the Railways, and leveraging the mechanism of review and resolution of bottlenecks / hindrances in active collaboration with the State Governments and other stakeholders. The support of State Government of Maharashtra has been specifically sought to expedite land acquisition and other statutory clearances. Government has also launched a web portal for Railway related clearances with defined timelines for various approvals.

Government has put in place a strong framework using multiple mechanisms for monitoring project progress and contractor inefficiencies. Regular review meetings are conducted at various levels with stakeholders to assess project progress, and critical projects such as those delayed by more than three years or pending for award / appointment.

Many State Governments conduct coordination meetings led by the Chief Secretary to resolve issues affecting project execution. Projects where issues remain unresolved are escalated for further review through the Project Monitoring Group.

AVIATION SAFETY AT SILCHAR AIRPORT

890. SHRI PARIMAL SUKLABAIDYA:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Government has undertaken any assessment of aviation safety and regulatory oversight at Silchar Airport during the last three years and if so, the details thereof;

(b) the steps taken by the Directorate General of Civil Aviation (DGCA) to strengthen flight operations oversight, runway safety, surveillance and emergency preparedness at Silchar Airport;

(c) whether any digital systems for real-time monitoring of flight operations, incident reporting and safety compliance have been introduced or upgraded at Silchar Airport and if so, the details thereof; and

(d) whether the Government proposes to upgrade safety infrastructure, navigation aids and operational facilities at Silchar Airport to meet international aviation safety standards and if so, the details thereof and timeline therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (d) Silchar Airport is a Civil Enclave which is not licensed by Directorate General of Civil Aviation (DGCA).

Further, incident reporting for all licensed airports and Air Navigation Services (ANS) Centres owned/operated by the Airports Authority of India (AAI) is already in place through the Airport Information Management System (AIMS).

जनजातीय क्षेत्रों में बुनियादी सुविधाएं

891. श्री राम शिरोमणि वर्मा:

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

(क) क्या उत्तर प्रदेश के श्रावस्ती और बलरामपुर के थारू जनजाति-बहुल और वन क्षेत्रों में शिक्षा, स्वास्थ्य, सड़क, पेयजल, आवास और आजीविका जैसी बुनियादी सुविधाओं की कमी है और यदि हां, तो सरकार द्वारा उनके विकास के लिए क्या कदम उठाए जा रहे हैं;

(ख) क्या सरकार के पास इन जिलों में एकलव्य आदर्श आवासीय विद्यालयों, जनजातीय छात्रावासों, छात्रवृत्तियों और कौशल विकास योजनाओं का विस्तार करने का कोई प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार थारू जनजाति के लोगों को हस्तशिल्प, लघु वन उपज, स्वयं सहायता समूहों, कृषि और अन्य पारंपरिक आजीविकाओं में शामिल करके उन्हें प्रशिक्षण, विपणन और वित्तीय सहायता प्रदान कर रही है और यदि हां, तो पिछले तीन वर्षों के दौरान तत्संबंधी ब्यौरा क्या है; और

(घ) क्या सरकार जनजातीय क्षेत्रों के समग्र विकास और स्थानीय जनजातीय समुदायों की भागीदारी सुनिश्चित करने के लिए किसी विशेष कार्य योजना को लागू कर रही है और यदि हां, तो श्रावस्ती और बलरामपुर के संबंध में तत्संबंधी ब्यौरा क्या है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क) माननीय प्रधानमंत्री ने उत्तर प्रदेश के श्रावस्ती तथा बलरामपुर जिलों के थारू जनजाति-बहुल क्षेत्रों सहित जनजातीय गांवों तथा बस्तियों में गंभीर अंतरों (कमियों) की संतृप्ति तथा शिक्षा, स्वास्थ्य, कौशल विकास, सड़क, आवास, पेयजल, स्वच्छता, आजीविका एवं डिजिटल कनेक्टिविटी से संबंधित उपायों हेतु 2 अक्तूबर, 2024 को "धरती आबा जनजातीय ग्राम उत्कर्ष अभियान" (डीएजेजीयूए) नामक एक विशेष मेगा बहु-क्षेत्रीय मिशन का शुभारंभ किया है। इस कार्यक्रम का उद्देश्य जनजातीय कार्य मंत्रालय सहित 17 मंत्रालयों की योजनाओं के 25 उपायों के

अभिसरण के माध्यम से जनजातीय गांवों में जनजातीय आबादी का समग्र तथा सतत विकास करना है। इस कार्यक्रम में उत्तर प्रदेश राज्य के बलरामपुर तथा श्रावस्ती जिलों में क्रमशः 16 तथा 2 गांवों सहित 26 राज्यों तथा 4 संघ राज्य क्षेत्रों के सभी जनजाति-बहुल गांवों के 549 जिलों तथा 2,911 ब्लॉकों के कुल 63,843 गांव सम्मिलित हैं।

(ख) केंद्रीय बजट 2018-19 में, भारत सरकार ने घोषणा की कि, जनजातीय बच्चों को उनके अपने वातावरण में गुणवत्तापूर्ण शिक्षा प्रदान करने के लिए, 2011 की जनगणना के अनुसार 50% से अधिक अजजा आबादी और कम से कम 20000 जनजातीय व्यक्तियों वाले प्रत्येक ब्लॉक में एकलव्य आदर्श आवासीय विद्यालय (ईएमआरएस) की स्थापना की जाएगी। ईएमआरएस खेल और कौशल विकास में प्रशिक्षण प्रदान करने के अलावा स्थानीय कला और संस्कृति के संरक्षण के लिए विशेष सुविधाओं के साथ नवोदय विद्यालयों के समान होगें। राष्ट्रीय आदिवासी छात्र शिक्षा समिति (एनईएसटीएस), एक स्वायत्त संगठन की स्थापना राज्य ईएमआरएस समितियों के साथ समन्वय में ईएमआरएस की योजना के प्रबंधन और कार्यान्वयन के लिए की गई है। उत्तर प्रदेश के श्रावस्ती और बलरामपुर जिलों में कोई भी ईएमआरएस स्वीकृत नहीं किया गया है, क्योंकि इनके कोई भी ब्लॉक निर्धारित दोहरे मानदंडों को पूरा नहीं करते हैं।

जनजातीय कार्य मंत्रालय उत्तर प्रदेश सहित देश में अनुसूचित जनजाति की आबादी के बीच बुनियादी और उच्च शिक्षा को बढ़ावा देने और प्रोत्साहित करने के लिए निम्नलिखित छात्रवृत्ति योजनाओं को लागू कर रहा है:

i) अजजा छात्रों के लिए मैट्रिक-पूर्व छात्रवृत्ति (कक्षा IX और X)

ii) अजजा छात्रों के लिए मैट्रिकोत्तर छात्रवृत्ति (कक्षा XI और उससे ऊपर)

iii) अजजा छात्रों के लिए उच्चतर शिक्षा हेतु राष्ट्रीय अध्येतावृत्ति।

iv) अजजा छात्रों के लिए उच्चतर शिक्षा हेतु राष्ट्रीय छात्रवृत्ति (शीर्ष श्रेणी)

v) अजजा छात्रों के लिए राष्ट्रीय समुद्रपारीय छात्रवृत्ति।

डीएजेजीयूए सहित जेएसएस योजना के माध्यम से अभिसरण तंत्र के अंतर्गत, जनजातीय कार्य मंत्रालय तथा अन्य मंत्रालयों की योजनाओं के जरिये जनजातीय युवाओं हेतु कौशल विकास के अवसरों को भी सुगम बनाया जा रहा है।

"धरती आबा जनजातीय ग्राम उत्कर्ष अभियान" (डीएजेजीयूए) के तहत जनजातीय कार्य मंत्रालय ने उत्तर प्रदेश के श्रावस्ती और बलरामपुर जिलों में निम्नलिखित परियोजनाओं को अनुमोदन दिया है।

क्र.सं.	उपाय	जिला	इकाई	अनुमोदित निधि
1	आवासीय विद्यालय में शिक्षक और कर्मचारी (स्टॉफ) आवास	श्रावस्ती	1	175
2	आश्रम/जनजातीय क्षेत्र स्कूल में शौचालय परिसर का निर्माण	बलरामपुर	3	60
3	आश्रम/जनजातीय क्षेत्र स्कूल में शौचालय परिसर का निर्माण	श्रावस्ती	1	20

(ग) जनजातीय बहुउद्देशीय विपणन केंद्र (टीएमएमसी) डीएजेजीयूए के तहत 25 प्रमुख उपायों में से एक हैं। टीएमएमसी विशेष रूप से जनजातीय कल्याण के आर्थिक और विपणन पहलुओं पर ध्यान केंद्रित करते हैं और यह सुनिश्चित करते हैं कि जनजातीय समुदायों के अद्वितीय उत्पाद बाजार में सफल हो सकें। टीएमएमसी कौशल विकास और उद्यमिता प्रयासों को पूरा करने में मदद करते हैं। मंत्रालय ने डीएजेजीयूए के तहत उत्तर प्रदेश में 100 लाख रुपये की राशि के एक टीएमएमसी को मंजूरी दी है।

भारतीय जनजातीय सहकारी विपणन विकास संघ लिमिटेड (ट्राइफेड) 29 राज्यों/केंद्र शासित प्रदेशों में वन धन विकास केंद्र (वीडीवीके) का संचालन करता है, जिसका उद्देश्य जनजातीय उद्यमिता पहलों को सुदृढ़ करना और आजीविका के अवसरों को सुविधाजनक बनाना है। वीडीवीके के तहत जनजातीय लाभार्थियों को मूल्य संवर्धन, उद्यमिता जागरूकता और विकास से संबंधित प्रशिक्षण में प्रशिक्षित किया जाता है जो उन्हें प्रचलित बाजार मानकों के अनुसार अपने

उत्पादों को और बेहतर बनाने में मदद करते हैं। ट्राइफेड जनजातीय कारीगरों/आपूर्तिकर्ताओं को सूचीबद्ध करता है, जिसमें व्यक्तिगत जनजातीय कारीगर, जनजातीय स्वयं सहायता समूह (एसएचजी) समूह, प्रतिष्ठित एनजीओ, सरकारी एजेंसियां आदि शामिल हैं जो जनजातीय कारीगरों के साथ काम करते हैं।

दिनांक 31.03.2025 तक कुल 5927 आपूर्तिकर्ताओं/उत्पादकों को ट्राइफेड के साथ सूचीबद्ध किया गया है, जो 3,05,485 परिवारों से जुड़े हैं। ट्राइफेड ने देश भर के 132 थारू जनजातीय कारीगरों को सूचीबद्ध किया है, जो 2716 परिवारों से जुड़े हुए हैं। इसमें जिला बलरामपुर, उत्तर प्रदेश में 01 सूचीबद्ध थारू जनजातीय कारीगर शामिल हैं, जो 10 परिवारों से जुड़ा है। (अद्यतन किया जाना है)

(घ) सरकार उत्तर प्रदेश के श्रावस्ती तथा बलरामपुर जिलों के थारू-बहुल वन क्षेत्रों सहित देश भर में जनजातीय समुदायों के विकास हेतु प्रतिबद्ध है। उत्तर प्रदेश में अभियान के अंतर्गत पहचाने गए जनजातीय गांवों तथा बस्तियों को सहभागी मंत्रालयों/विभागों तथा राज्य सरकार की संबंधित योजनाओं के अंतर्गत पात्र लाभों की संतृप्ति तथा आवश्यकता-आधारित उपायों के कार्यान्वयन के माध्यम से कवर किया जा रहा है, जिनमें श्रावस्ती तथा बलरामपुर जिलों की थारू आबादी शामिल है।

ETHANOL BLENDING

892. SHRI SUDAMA PRASAD:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has conducted any research/study on the quantity of water consumed in the production of one litre of ethanol used for blending, if so, the details thereof;

(b) whether the Government has assessed the impact of E20 fuel on older vehicles which are not certified for higher ethanol blends, if so, the details thereof;

(c) whether the Government is aware of the issues faced by commuters related to reduction in mileage, slow vehicle pick-up and rusting of petrol tanks, if so, the details of the steps taken by the Government to address such issues; and

(d) whether the Government has assessed the impact of the anticipated El Niño conditions on the availability of sugarcane and maize for ethanol production, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) The Government has adopted a balanced approach to the Ethanol Blended Petrol (EBP) Programme, ensuring that water sustainability, food security and farmers' interests remain paramount.

Under the National Policy on Biofuels, ethanol is produced from a diversified basket of feedstocks, including sugarcane-based feedstocks, maize, damaged foodgrains, broken rice, foodgrains unfit for human consumption, surplus foodgrains approved by the National Biofuel Coordination Committee (NBCC) and other approved agricultural feedstocks.

This diversified approach reduces dependence on any single crop while improving feedstock resilience. (contribution of maize towards ethanol blending has increased from 0% in ESY 21-22 to around 37% in ESY 25-26)

The Government is promoting crop diversification towards comparatively less water-intensive feedstocks such as maize. An Expert Committee constituted by the Ministry of Agriculture & Farmers Welfare in 2024 examined the water requirement of various ethanol feedstock crops, and its recommendations are being considered while implementing the programme.

Water-use efficiency is also being enhanced through micro-irrigation, drip irrigation and other water conservation measures under the *Per Drop More Crop* component of the Pradhan Mantri Krishi Sinchayee Yojana. Many sugar mills are also encouraging farmers to adopt water-efficient cultivation practices.

Molasses-based distilleries with incineration boilers and grain-based distilleries are required to operate as Zero Liquid Discharge (ZLD**)** units, enabling recycling and reuse of process water while eliminating liquid effluent discharge. Modern ethanol plants typically consume about 3–5 litres of processed water for producing one litre of ethanol.

(b) and (c) Ethanol is not a new fuel. It has been used globally for over a century, with countries such as Brazil operating higher ethanol blends for decades. In India, the EBP Programme has been implemented through a phased, scientifically validated and consultative process involving NITI Aayog, automobile manufacturers, Oil Marketing Companies (OMCs), Automotive Research Association of India (ARAI), Society of Indian Automobile

Manufacturers (SIAM), Indian Institute of Petroleum (IIP) and other technical institutions.

As seen from the table, the progression has been gradual:

Ethanol Supply Year	Average Blending(%)
2013-14	~1.53
2020-21	~8.1
2021-22	~10
2022-23	~12
2023-24	~14.6
2024-25	~19.2
2025-26 (Nov-June)	20

India has achieved 20% ethanol blending five years ahead of the original target after more than two decades of phased policy development, stakeholder consultations, scientific evaluation and capacity creation.

The scientific studies, field validation and extensive real-world operating experience have shown that E20 is a safe, cleaner and technologically superior fuel when used in accordance with the prescribed specifications and manufacturer recommendations. The Government's assessment is based not only on laboratory research but also on large-scale experience after nationwide implementation.

This is evident as E15+ blended petrol has been in widespread use for over three-and-a-half years and E19-E20 fuel for over two-and-a-half years.

More than 20 crore two-wheelers and over 3 crore petrol cars have been operating on these blends without any verified evidence of widespread engine failure or vehicle breakdown attributable to ethanol blending. This is further validated through large-scale real-world experience. Manufacturer service data confirm that there is no abnormal corrosion, wear or reduction in vehicle life due to E20 fuel. Manufacturers continue to honour warranty obligations for vehicles using E20 fuel, providing further confidence in its safety and reliability.

One of the country's largest passenger vehicle manufacturers serviced 2.84 crore vehicles during FY 2025–26, including approximately 1.5 crore older, non-E20-certified vehicles, without reporting any E20-related engine damage or abnormal component wear. Similarly, one of the leading two-wheeler manufacturers has reported, based on extensive service records, no higher incidence of damage in vehicles operating on E20 compared with earlier fuel blends.

The Government has not received any widespread or substantiated complaints from vehicle manufacturers, automobile associations or consumer organisations regarding drastic reduction in mileage, slow pick-up and rusting of petrol tanks, attributable to E20 fuel. The Government has, however, taken note of certain concerns raised in media and social media, which have been scientifically examined.

Extensive laboratory testing and field validation by the Inter-Ministerial Committee under NITI Aayog, IOCL, ARAI, IIP and SIAM confirmed that E20 fuel does not cause abnormal wear and tear or compatibility issues.

With regard to mileage, studies by Government agencies and automobile manufacturers indicate that fuel efficiency is influenced by several factors, including driving conditions, driving habits and vehicle maintenance. Any reduction in fuel economy in certain E10-designed vehicles is generally limited to about 3-5%, while E20 offers a higher-octane rating, superior anti-knock characteristics, cleaner combustion and smoother engine performance.

Automobile manufacturers, component suppliers, SIAM, ARAI, testing agencies and Oil Marketing Companies were associated with every stage of the scientific evaluation and phased rollout of E20. E20 was rolled out only after successful validation of fuel systems, engine durability, drivability, reasonable material compatibility and emissions performance. These studies also established that legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear due to E20.

According to SIAM and ARAI, E20 improves acceleration and ride quality while reducing carbon emissions. Ethanol's higher-octane number supports modern high-compression engines and its higher heat of vaporisation improves combustion efficiency.

The transition to E20 has also delivered significant national benefits. The Ethanol Blended Petrol Programme has saved over Rs.1.97 lakh crore in foreign exchange, substituted nearly 316 lakh metric tonnes of crude oil, reduced around 952 lakh metric tonnes of CO_2 emissions and transferred over Rs. 1.66 lakh crore to farmers.

(d) The Government continuously monitors the availability of foodstocks for ethanol production. As per the 3rd Advance Estimates 2025-26 for Sugarcane and Maize released by the Department of Agriculture and Farmers Welfare, production of both crops is estimated to have increased over the previous year. Maize production is estimated at 550.93 LMT in 2025-26 which is 116.84 LMT higher than 2024-25. Similarly, sugarcane production is estimated at 5000.63 LMT in 2025-26 which is 454.52 LMT higher than the production in 2024-25. Further, the Kharif season is ongoing and the area coverage is being monitored regularly.

EXPANSION OF PUBLIC TRANSPORT

893. SHRIMATI SAJDA AHMED:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government has assessed the shortage in public transport capacity in urban and semi-urban areas across the country, if so, the details thereof;

(b) whether austerity measures and budget constraints have affected the expansion and maintenance of public transport services, if so, the details thereof;

(c) the details of funds allocated and utilized for strengthening public transport during the last three years, State-wise including West Bengal; and

(d) the steps taken by the Government to improve affordable and efficient public transport infrastructure?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a)and(b) Urban Transport is a part of Urban planning which is a State subject. Therefore, respective State Governments are responsible for planning, execution and management of urban transport system including financial planning and assessment of shortage in public transport capacity. However, Government of India has issued National Urban Transport Policy, 2006, Metro Rail Policy 2017, Transit Oriented Development (ToD) policy 2017 and other policy guidelines for planning and management of urban transport systems by Urban Local Bodies(ULBs)/States/Union Territories.

As on date, about 1,159 km of Metro Rail network is operational, including 82.15 km of the Delhi–Meerut Regional Rapid Transit System.

(c) The details of central financial assistance provided for metro rail projects from financial year FY 2023-24 to FY 2026-27 are tabulated below:

Financial Year	**2023-24**	**2024-25**	**2025-26**	**2026-27**
Budget	₹23,102.2 crore (actual)	₹28,543.86 crore (actual)	₹29,451.00 crore (actual)	₹30,942.05 crore (Budget Estimates)

Details of the cumulative funds allocated and utilized under the PM-eBus Sewa Scheme for 26 participating States/UTs is given in the enclosed

Statement. State of West Bengal has not participated under the PM-eBus Sewa Scheme.

(d) Since 2024, about 383 km of metro rail network at the estimated completion cost of Rs 1,59,109.56 Crore have been sanctioned. Further, under the PM eBus Sewa Scheme, 10,000 buses have been sanctioned in 116 cities to improve public transport infrastructure in the country.

STATEMENT

Details of the cumulative funds allocated and utilized under the PM-eBus Sewa Scheme for 26 participating States/UTs

S.No.	State Name / UTs	BTM* Sanctioned Amt. (₹ in crore)	Civil Sanctioned Amt. (₹ in crore)	Total Sanctioned Amt. (₹ in crore)	BTM Released (₹ in crore)	Civil Released (₹ in crore)	Total Released (₹ in crore)
1.	Andhra Pradesh	79.98	65.41	145.39	44.70	0.00	44.70
2.	Arunachal Pradesh	0.00	0.00	0.00	0.00	0.00	0.00
3.	Assam	3.84	12.81	16.65	3.83	8.00	11.83
4.	Bihar	79.25	33.21	112.46	79.25	8.30	87.55
5.	Chhattisgarh	30.36	20.19	50.55	21.16	3.28	24.44
6.	Goa	0.00	0.00	0.00	0.00	0.00	0.00
7.	Gujarat	35.69	40.61	76.30	10.75	6.11	16.86
8.	Haryana	13.44	8.69	22.13	0.00	0.00	0.00
9.	Himachal Pradesh	0.00	0.00	0.00	0.00	0.00	0.00
10.	Jammu and Kashmir	14.28	28.09	42.37	0.00	0.00	0.00
11.	Karnataka	46.18	59.82	106.00	11.35	0.00	11.35
12.	Kerala	0.00	0.00	0.00	0.00	0.00	0.00
13.	Madhya	55.66	41.77	97.43	30.56	4.58	35.14

	Pradesh						
14.	Maharashtra	231.61	142.36	373.97	150.65	39.18	189.83
15.	Manipur	0.00	0.00	0.00	0.00	0.00	0.00
16.	Meghalaya	8.95	9.00	17.95	8.95	4.50	13.45
17.	Odisha	54.11	34.05	88.16	33.53	9.36	42.89
18.	Puducherry	8.15	9.55	17.70	8.15	0.00	8.15
19.	Punjab	22.90	20.87	43.77	6.50	1.94	8.44
20.	Rajasthan	60.08	42.03	102.11	48.52	23.64	72.16
21.	Telangana	0.00	0.00	0.00	0.00	0.00	0.00
22.	Uttarakhand	12.02	15.36	27.38	12.02	1.98	14.00
23.	Chandigarh	11.87	0.00	11.87	11.87	0.00	11.87
24.	Ladakh	0.00	0.00	0.00	0.00	0.00	0.00
25.	Andaman and Nicobar Islands	0.00	0.00	0.00	0.00	0.00	0.00
26.	Dadra and Nagar Haveli and Daman and Diu	0.00	0.00	0.00	0.00	0.00	0.00
	Total	**768.37**	**583.82**	**1352.19**	**481.79**	**110.87**	**592.66**

* Behind-the-Meter (BTM)

DOMESTIC PRODUCTION OF CRUDE OIL AND NATURAL GAS

894. SHRI NAGESH BAPURAO AASHTIKAR PATIL:
SHRI JANARDAN SINGH SIGRIWAL:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has undertaken any assessment of the gap between domestic production and consumption/requirement of crude oil, petroleum and natural gas in the country and the trends in domestic production during the last five years, if so, the details thereof;

(b) the details of the domestic production, consumption/requirement, import dependence, and the quantum and percentage of imports in respect of crude oil, petroleum products and natural gas during the last five years, year-wise, along with the major source countries;

(c) the details of the measures taken by the Government to enhance domestic exploration and production of crude oil, petroleum and natural gas, including policy reforms, incentives and other initiatives to promote public and private sector participation, attract investment and reduce import dependence;

(d) whether the Government has formulated any strategy, fixed any targets or proposes to implement any further policy measures to increase domestic production of crude oil and Liquefied Natural Gas, diversify import sources, strengthen the country's energy security and achieve self-reliance in the petroleum and natural gas sector, if so, the details thereof along with the progress made in achieving these targets; and

(e) the details of the progress made during the last three years in expanding the City Gas Distribution (CGD) network, including the number of new Geographical Areas (GAs) covered and households provided with Piped Natural Gas (PNG) connections, State/Union Territory-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) and (b) The Government continuously monitors domestic production and consumption of crude oil, petroleum products and natural gas and assesses

the gap between domestic production and consumption/requirement and reviews the supply-demand position.

Domestic oil production over the last five years has shown a slight decline in trend primarily owing to natural decline in mature and ageing oil and gas fields. However, during this period, National Oil Companies (NOCs)—namely ONGC and OIL—have consistently sustained their production levels. ONGC has maintained an average oil production of approximately 19.6 MMT, while OIL has registered an increase in production from 2.94 MMT to 3.44 MMT. It is pertinent to note that the NOCs have been able to contain the annual decline rate to 2% since 2014-15, which is superior to the global average decline rate of 6% for mature fields (as per International Energy Agency).

Domestic production of Natural Gas has turned around from 2021-22 onwards, largely due to new production coming in from deepwater blocks in the Krishna-Godavari (KG) Basin. During the same period, the country's consumption/requirement of petroleum products and natural gas has continued to rise on account of economic growth, rising energy demand and expanding industrial and transport use.

Oil and Gas Public Sector Enterprises (PSEs) source crude oil and natural gas from diverse sources depending on their technical and commercial considerations. Currently, these PSEs import crude oil from 41 countries including new suppliers like USA, Nigeria, Angola, Canada, Columbia, Brazil

and Mexico in addition to traditional suppliers in the Middle East such as Iraq, Saudi Arabia, UAE, Kuwait and Qatar.

The year-wise trend in domestic production of crude oil and natural gas and the year-wise position of domestic production, consumption, import dependence and the quantum of imports of crude oil and natural gas over the last five years is given in the enclosed **Statement- I.**

(c) and (d) The Government has undertaken a series of comprehensive policy, regulatory and fiscal measures to boost domestic crude oil and natural gas production and reduce dependency on imports with the objective of strengthening the country's energy security and reducing foreign exchange expenditure through participation by both public and private sector companies, which, *inter-alia*, include reforms viz. legislative changes through the Oilfields (Regulation and Development) Amendment Act, removal of No-Go restrictions in the country's offshore areas, transition from Production Sharing Contracts (PSCs) to Revenue Sharing Contracts (RSCs), massive investment in acquisition and processing of seismic data, increase in number of exploratory wells drilled etc. During the last decade over 3.5 lakh Sq Km of exploration acreages have been awarded.A list of such initiatives is given in the enclosed **Statement- II.**

(e) Providing Piped Natural Gas (PNG) connections and establishment of Compressed Natural Gas (CNG) Stations is part of development of City Gas Distribution (CGD) Network and the same is carried out by the entities authorized by PNGRB. The number of Geographical Areas (GAs) authorized

by PNGRB under successive CGD Bidding Rounds has progressively increased from 300 (March 2024) to 307 (March 2025) and 309 (May 2026). As on 31.03.2026, the authorized CGD entities have provided 1,69,49,377 Domestic PNG connections and established 8,916 CNG Stations across the country. The details of State wise CNG stations & DPNG connections progress for last three years are enclosed as **Statement- III.**

STATEMENT-I

Year-wise trend in domestic production of crude oil and natural gas over the last five years:

Financial Year	2021-22	2022-23	2023-24	2024-25	2025-26
Crude Oil (Million Metric Tonnes)	29.691	29.179	29.357	28.704	27.963
Natural Gas (Billion Cubic Metres)	34.024	34.450	36.438	36.109	34.776

Source: Directorate General of Hydrocarbons

Year-wise position of domestic production, consumption, import dependence and the quantum of imports of crude oil and natural gas over the last five years:

Crude Oil and Petroleum Products

Financial Year	Domestic Crude Oil Production (Million Metric Tonnes)	Approx. Consumption of Petroleum Products (Million Metric Tonnes)	Crude Oil Import Dependence (%)	Crude Oil Imports (Million Metric Tonnes)
2021-22	29.7	201.7	85.5%	212.4

2022-23	29.2	223.0	87.4%	232.7
2023-24	29.4	234.3	87.8%	234.3
2024-25	28.7	239.2	88.3%	243.2
2025-26	28.0	241.6	88.7%	245.8

Source: Petroleum Planning & Analysis Cell

Natural Gas

Financial Year	Natural Gas Production – Net (Billion Cubic Metres)	Consumption (Billion Cubic Metres)	Natural Gas Import Dependence (%)	Natural Gas Import Quantity (Billion Cubic Metres)
2021-22	33.131	64.159	48.4%	31.028
2022-23	33.664	59.969	43.9%	26.304
2023-24	35.717	67.512	47.1%	31.795
2024-25	35.594	71.314	50.1%	35.72
2025-26	34.326	68.753	50.1%	34.427

Source: Petroleum Planning & Analysis Cell

STATEMENT-II

List of initiatives taken by the government to promote domestic Exploration and Production of Oil and Natural Gas:

i. **Policy for Relaxations, Extensions and Clarifications under Production Sharing Contract (PSC) regime, 2014** for early monetization of hydrocarbon discoveries.

ii. **Discovered Small Field (DSF) Policy, 2015**, which provides a transparent mechanism to award discovered but undeveloped fields to expedite production.

iii. **Hydrocarbon Exploration and Licensing Policy (HELP), 2016**, providing a uniform licensing framework and revenue sharing regime for exploration and production of hydrocarbons.

iv. **Policy for Extension of PSCs (2016 and 2017)** to facilitate continued production from producing blocks.

v. **Policy for Early Monetization of Coal Bed Methane (CBM), 2017**, enabling marketing and pricing freedom and addressing operational issues in CBM blocks.

vi. **Constitution of Committee of Eminent External Experts** (CEEE) for dispute resolution through Notifications dated 28.02.2019 and 16.12.2019. Implementation of this mechanism has yielded excellent results till date, wherein in 31 cases, recommendations made by CEEE have been accepted and implemented.

vii. **Release of about 1 million sq. km. of previously "No-Go" offshore areas in 2022**, which were earlier restricted for exploration, enabling additional acreage to be offered for exploration under the Open Acreage Licensing Policy (OALP).

viii. **Accelerated exploration and drilling activities by National Oil Companies (Oil and Natural gas Corporation Ltd. and Oil India Ltd.)**

including near-field exploration and development drilling in onshore and offshore basins.

ix. **Enactment of the Oilfields (Regulation and Development) Amendment Act, 2025 and notification of the Petroleum and Natural Gas Rules, 2025**, which modernize the upstream regulatory framework by providing a single petroleum lease for the entire lifecycle of hydrocarbon operations, broadening the definition of mineral oils to include conventional and unconventional hydrocarbons, ensuring lease stability with extension up to the economic life of the field, and establishing clear procedures, timelines and standardized formats for approvals. The framework also provides for infrastructure sharing, lease extension, economic stabilization in case of change in law, robust adjudication and dispute resolution mechanisms, and enhanced compliance provisions. It further enables comprehensive energy projects including renewable energy, hydrogen, energy storage and carbon management within petroleum lease areas, along with environmental safeguards such as limiting gas flaring, thereby promoting efficient and sustainable development of hydrocarbon resources.

x. Collaboration with international technology partners and global oil companies as technical service providers to leverage advanced exploration, drilling and reservoir management technologies.

To augment domestic production from existing fields, National Oil Companies have also entered into strategic international technical collaborations. In February 2025, ONGC appointed BP Exploration (Alpha)

Limited as Technical Services Provider for Mumbai High, and in May 2026 extended the engagement to the remaining Western Offshore region to support implementation of advanced interventions aimed at arresting production decline and enhancing recovery.

xi. Recognising that high-quality geoscientific data is critical for reducing exploration risk, the Government has established the National Data Repository (NDR), which presently hosts approximately 1.33-million-line kilometres of 2D seismic data, 0.47 million square kilometres of 3D seismic data, and information relating to more than 24,500 wells. In addition, Government-funded seismic acquisition programmes are being implemented under Mission Anveshan, including acquisition of an additional 20,000 line kilometres of onland 2D seismic data, while acquisition of 30,000 line kilometres of offshore 2D seismic data beyond the Exclusive Economic Zone has already been completed.

xii. Further, the Government, through its National Oil Companies, has initiated a Stratigraphic Wells Programme in collaboration with international partners, including bp and TotalEnergies, involving four stratigraphic wells in the Andaman, Saurashtra, Mahanadi and Bengal basins. The stratigraphic well in the Andaman Basin has already been drilled to a depth of approximately 5,400 metres. This will assist in geological understanding of frontier Category II and Category III Basins.

xiii. **Hydrocarbon Resource Assessment Study (HRAS)**:This is a periodic, basin-wide exercise in which the hydrocarbon prospectivity of Indian

sedimentary basins is reassessed using updated geological, geophysical and well data, so as to re-estimate in-place and recoverable hydrocarbon resources. Such assessment is undertaken by the Government from time to time, with the last one having been completed in 2017.

STATEMENT-III

State Wise Progress in last three (03) years

S. No.	State / UT	PNG Domestic Connections			CNG Stations		
		Mar-24	Mar-25	Mar-26	Mar-24	Mar-25	Mar-26
1	Andhra Pradesh	2,75,517	2,85,425	2,96,440	203	233	242
2	Arunachal Pradesh	0	0	0		0	0
3	Assam	58,474	67,830	74,316	22	35	45
4	Bihar	1,62,171	2,51,955	3,20,806	151	219	250
5	Chandigarh	26,845	30,316	33,295	9	10	10
6	Chhattisgarh	3,499	11,002	19,796	23	55	72
7	Dadra & Nagra Haveli, Daman & Diu	17,560	19,034	20,139	12	12	12
8	Delhi	15,64,294	17,23,294	19,29,512	491	508	457
9	Goa	13,598	18,865	20,085	12	14	15
10	Gujarat	32,88,498	35,79,961	38,44,934	1,017	1,055	1,102
11	Haryana	3,96,852	4,99,489	5,84,455	466	542	603
12	Himachal Pradesh	7,715	9,926	13,983	15	22	26
13	Jharkhand	1,40,014	1,75,143	1,94,116	111	131	156
14	Karnataka	4,41,432	5,01,910	5,91,851	379	455	516
15	Kerala	76,894	1,37,524	1,55,395	146	222	251
16	UT of Ladakh	0	0	0		0	0
17	Madhya Pradesh	2,39,468	2,89,948	3,30,990	337	397	424
18	Maharashtra	36,17,571	42,50,826	47,08,779	964	1,122	1,309
19	Manipur	0	0	0		0	0

20	Meghalaya	0	0	0		0	4
21	Mizoram	0	0	0		0	0
22	Nagaland	0	0	0		0	0
23	Odisha	1,21,446	1,61,281	1,84,997	105	137	159
24	Puducherry	0	0	75	5	15	15
25	Punjab	87,548	1,08,161	1,37,830	246	271	305
26	UT of J & K	0	0	0	1	3	3
27	Rajasthan	3,20,845	4,38,939	5,29,111	354	455	496
28	Sikkim	0	0	0		0	0
29	Tamil Nadu	30,525	79,218	1,32,226	338	436	503
30	Telangana	2,11,940	2,36,044	2,63,342	186	225	245
31	Tripura	62,136	66,139	70,840	18	27	30
32	Uttar Pradesh	16,50,326	19,35,296	22,45,832	1,081	1,215	1,367
33	Uttarakhand	82,704	88,953	93,904	42	51	57
34	West Bengal	24,644	74,992	1,52,328	127	200	242
Grand Total		**1,29,22,516**	**1,50,41,471**	**1,69,49,377**	**6,861**	**8,067**	**8,916**

NEW DURGAPUR LINK EXPRESSWAY

895. SHRI KIRTI AZAD:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) the current status of the new Durgapur Link Expressway, which would connect Bardhaman-Durgapur to the Varanasi–Kolkata Expressway corridor via Bankura City including the timelines for completion and integration with the main expressway network;

(b) the steps taken to ensure timely and fair compensation, rehabilitation for landowners and project-affected families along with the Durgapur Link Expressway and related road projects in the Bardhaman-Durgapur Lok Sabha Constituency; and

(c) the initiatives planned or underway to enhance last-mile connectivity and improve rural road access within Bardhaman-Durgapur to fully leverage the benefits of the expressway network for local residents and commerce?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (c) Development of National Highway (NH) in the country is a continuous process and Government keeps on undertaking Detailed Project Report (DPR) / Feasibility Study to improve / widen / construct National Highway / Expressway to improve the connectivity and integration with grid of National Highway / Expressway as also to provide last mile connectivity. Decision for project implementation and investment is taken based on the outcome of Detailed Project Report (DPR), requirement of connectivity, traffic density and synergy with PM Gati Shakti National Master Plan. As far as New Durgapur Link Expressway is concerned, there is no such project under consideration by the Government.

FACILITIES FOR COGNITIVE DIFFERENTLY ABLED PERSONS AT AIRPORTS

896. DR. D. RAVI KUMAR:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Government has issued any guidelines to airports and airlines for providing assistance to cognitive differently abled persons including those with autism, intellectual disabilities, psycho-social disabilities and dementia and if so, the details thereof;

(b) the number of airports that currently provide specialised services, including priority security checks, dedicated assistance staff, sensory-friendly waiting areas, quiet rooms and pre-travel familiarisation support for such passengers;

(c) whether any training on disability sensitivity is being provided to airport and airline staff to support persons with cognitive and psycho-social disabilities and if so, the details thereof; and

(d) the steps taken by the Government to strengthen airport infrastructure and operational protocols to ensure safe, dignified and non-discriminatory air travel for persons with cognitive and psycho-social disabilities?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (d) The Ministry of Civil Aviation has issued the Accessibility Standards and Guidelines for Civil Aviation, 2022 to facilitate accessible, safe, dignified and non-discriminatory air travel for persons with disabilities, including persons

with hidden disabilities such as autism, intellectual disabilities, psychosocial disabilities, dementia and other cognitive conditions. Further, the Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirements (CAR), Section 3, Series M, Part I, laying down the regulatory framework for carriage by air of persons with disabilities and persons with reduced mobility, including facilitation, assistance and sensitisation by airlines, airport operators and other concerned stakeholders. The applicable regulatory framework provides for accessibility measures, passenger facilitation arrangements and disability sensitivity training of personnel engaged in passenger services. Accordingly, airports and airlines provide facilitation and assistance to passengers with disabilities, including persons with cognitive and psychosocial disabilities, through accessible passenger facilities such as accessible routes and approaches, signage, parking,building entrances with slope ramps, corridors, specialized washrooms and drinking water facilities, dedicated assistance arrangements, trained personnel and other support services, as applicable, in accordance with the prescribed guidelines and operational requirements.

DEVELOPMENT OF AVIATION INFRASTRUCTURE

897. SHRI RAJIV PRATAP RUDY :

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) the current status of implementation under the Greenfield Airports Policy introduced to facilitate the setup of entirely new, environmentally conscious aviation hubs across the country;

(b) the total number of greenfield sites granted 'in-principle' approval, projects successfully operationalised and private investment attracted across the country, State/UT-wise;

(c) the specific progress achieved, land acquisition status and expected completion timelines for upcoming new greenfield aviation facilities located, particularly in Bihar;

(d) the structural details of the Public-Private Partnership (PPP) models adopted including design specifications for terminal handling capacities and modern cargo infrastructure setups; and

(e) the administrative steps taken to fast-track multi-departmental clearances, resolve local environmental concerns and integrate these new hubs with regional transport networks to prevent project delays?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) and (b) Ministry of Civil Aviation (MoCA) has granted 'In-Principle' approval for setting up of 25 Greenfield Airports across the country, namely, Doloo in Assam, Puri in Odisha, Parandur in Tamil Nadu, Kota in Rajashtan, Mopa in Goa, Navi Mumbai, Shirdi and Sindhudurg in Maharashtra, Kalaburagi, Vijayapura, Hassan and Shivamogga in Karnataka, Dabra (Gwalior) in Madhya

Pradesh, Kushinagar and Noida (Jewar) in Uttar Pradesh, Dholera and Rajkot (Hirasar) in Gujarat, Karaikal in Puducherry, Dagadarthi, Bhogapuram and Oravakal (Kurnool) in Andhra Pradesh, Durgapur in West Bengal, Pakyong in Sikkim, Kannur in Kerala and Itanagar in Arunachal Pradesh.

Out of these, 14 Greenfield airports viz. Durgapur, Shirdi, Kannur, Pakyong, Kalaburagi, Orvakal (Kurnool), Sindhudurg, Kushinagar, Itanagar, Mopa, Shivamogga, Rajkot (Hirasar), Navi Mumbai and Noida (Jewar) have been operationalised. Kannur (Rs. 2342 crore), Durgapur (Rs. 670 crore), Mopa (Rs. 3400 crore), Navi Mumbai (Rs. 19646 crore), and Noida (Rs. 11764 crore) airports have been developed under Public Private Partnership (PPP) mode with private sector investment.

MoCA has advised all the State Governments/UTs and developers of the Greenfield airports to work towards achieving Carbon Neutrality & Net Zero emissions.

(c) to (e) On the request of Government of Bihar (GoB), 'Site Clearance' has been granted for development of a greenfield airport at Sonpur in Bihar. GoB has been advised to submit application for 'In-Principle' approval along with Detailed Project Report.

The timeline for construction of airports depends upon various factors such as land acquisition, mandatory clearances, removal of obstacles, financial closure etc.by the airport developers concerned. The responsibility of implementation of airport projects including funding, rehabilitation and resettlement etc. rests with the airport developer concerned including the

respective State Government (in case the State Government is the project proponent). However, Greenfield Airport Projects are regularly reviewed by the Central Government to iron out issues affecting the development.

The PPP partners in airport sector are selected through an open competitive bidding process where the Concessioning Authority receives Revenue Share/Per Passenger Fee, as per the terms and conditions of the Concession Agreement signed in this regard. Airport terminals are generally developed for optimum level of service as mentioned in International Air Transport Association (IATA) Airport Development Reference Manual (ADRM), etc. Further, the Concessionaires have to meet various Key Performance Indicators (KPIs) provided in the respective Contractual Agreements. Accordingly, they design and develop the terminal building to ensure minimum service quality requirements at such airports.

OPERATIONAL STATUS OF PAKYONG AIRPORT

898. DR. INDRA HANG SUBBA:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) the present operational status of Pakyong Airport under the Airports Authority of India (AAI);

(b) the total number of flights operated from the Airport since its inauguration;

(c) the details of the ongoing civil works at the Airport including the physical and financial progress made thereof;

(d) the number of AAI employees presently posted at Pakyong Airport; and

(e) the details of the funds utilised for operational purposes at the Airport since its inauguration, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) and (b) Pakyong Airport is an operational airport of the Airports Authority of India. However, there are no scheduled flight operations at the airport at present. The total number of aircraft movements at Pakyong Airport since its inauguration is 2018.

(c) The Airports Authority of India has undertaken the widening of the Runway Basic Strip on the western side of the runway, including slope stabilisation measures (balance work) on the uphill side and improvement of the storm water drainage system at Pakyong Airport, Sikkim, on a design and build basis with an integrated 10-year maintenance period. The physical progress of the work is 36.12%, while the financial progress is Rs. 98.07 crore.

(d) The total number of AAI employees presently posted at Pakyong Airport is 21, including executives and non-executives.

(e) The total funds utilised for operational purposes (total revenue expenditure) at the airport since its inauguration, year-wise, are provided below:

FY	**Total Funds Utilised (Rs. in crore);**
2018-19	22.64
2019-20	24.79
2020-21	20.96

2021-22	21.26
2022-23	18.32
2023-24	25.09
2024-25	27.65
2025-26	16.23

ROAD DEVELOPMENT PROJECTS IN REMOTE AREAS

899. ADV. GOWAAL KAGADA PADAVI:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government has taken note of recurring road connectivity issues, damaged rural roads and delays in infrastructure projects in tribal and remote districts such as Nandurbar in Maharashtra, if so, the details thereof;

(b) whether several villages in the district continue to face difficulties in accessing healthcare, education and markets due to poor all-weather road infrastructure, if so, the details thereof;

(c) the details of ongoing and proposed highway, bridge and rural road development projects in Nandurbar district; and

(d) the steps being taken to ensure timely execution, proper maintenance and climate-resilient road infrastructure in monsoon-prone and tribal regions?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (c) The Government in the Ministry of Road Transport and Highways is concerned with the development and maintenance of National Highways (NHs). The development and maintenance of NHs is a continuous process and 102 projects have been sanctioned costing Rs. 45,971 crores for development of various NHs in tribal and remote districts in Maharashtra including 4 projects costing Rs. 2,824 crores in Nandurbar district in the last three years including current year.

In addition to this, Government has also approved 173 works costing Rs. 3198 crores for development of various State roads in tribal and remote districts in Maharashtra including 4 works costing Rs. 48 crores in Nandurbar district under Central Road and Infrastructure Fund (CRIF) prioritised and recommended by the Government of Maharashtra in the last three years including current year.

The works for development of rural roads are sanctioned under Pradhan Mantri Gram Sadak Yojana (PMGSY) by the Ministry of Rural Development. As reported by the State Government of Maharashtra, Central Government has also approved 256 works costing Rs. 886 crores for development of various rural roads in tribal and remote districts in Maharashtra including 2 works costing Rs. 21.51 crores in Nandurbar district under Pradhan Mantri Gram Sadak Yojana (PMGSY) in the last three years including current year.

(d) In order to ensure timely completion of NH projects, the Government has undertaken various initiatives. These include streamlining and expediting land acquisition using “Bhoomirashi” portal and GIS-based Land Acquisition Plan,

revamping “Parivesh” Portal to facilitate faster forest and environmental clearances, enabling online approval of General Arrangement Drawings (GAD) of Road Over Bridge/Road Under Bridge (ROB/RUB) from the Railways, and leveraging the mechanism of review and resolution of bottlenecks / hindrances in ongoing projects, in active collaboration with the State Governments and other stakeholders. Railways has also launched a web portal for Railway related clearances with defined timelines for various approvals.

The Government has prioritized the maintenance of existing NH network and inter-alia evolved a mechanism to ensure Maintenance and Repair (M&R) of all NHs sections through accountable maintenance agency. NHs development projects are executed on mainly three modes i.e. (i) Build Operate and Transfer (BOT), (ii) Hybrid Annuity Model (HAM) and (iii) Engineering Procurement and Construction (EPC). Concession period including maintenance for projects on Build Operate and Transfer (BOT) is 15 to 20 years and on Hybrid Annuity Model (HAM) is generally 15 years. Concessionaire is responsible for maintenance of the respective NHs stretches within the concession period of the project. Only in case of EPC projects, Defect Liability Period (DLP) is 5 years for the bituminous pavement works and 10 years for concrete pavement works. For Toll-Operate-Transfer (TOT) and InvIT (Infrastructure Investment Trust) projects, concession period including maintenance is 20 to 30 years. Concession period for Projects on Operate, Maintain and Transfer (OMT) is generally 9 years.

For all remaining sections of NHs stretches, where DLP has ended or is not under any concession period of BOT/HAM/TOT/InvIT project, Government has taken a policy decision to undertake maintenance works through Performance Based Maintenance Contract (PBMC) or Short Term Maintenance Contract (STMC). While STMC works are generally undertaken for a contract period of 1-2 years, PBMC works are undertaken for a contract period of about 5-7 years.

BLOCKS SELECTED UNDER ATAL BHUJAL YOJANA

900. SHRI DAGGUMALLA PRASADA RAO:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the list of blocks selected under the Atal Bhujal Yojana (ABY);

(b) the details of the funds allocated, released and utilised, year and State-wise;

(c) whether any impact assessment has been conducted to measure the performance of the yojana;

(d) if so, the details thereof along with the groundwater levels recorded before and after implementation during the last five years, block-wise;

(e) if not, the timeline by which such impact assessment is likely to be completed; and

(f) whether the Government proposes to include new blocks under ABY, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) Atal Bhujal Yojana, a community-led participatory groundwater management scheme, was implemented as a pilot across 8,203 water-stressed Gram Panchayats in 229 blocks of 80 districts in seven States viz. Gujarat, Haryana, Karnataka, Madhya Pradesh, Maharashtra, Rajasthan and Uttar Pradesh, during the period from 01.04.2020 to 15.10.2025. The list of 229 Blocks covered under the Atal Bhujal Yojana is given in the enclosed **Statement.**

(b) Atal Bhujal Yojana was a Program-for-Results (PforR) scheme, under which allocation of funds was based on the performance of the participating States against various disbursement linked indicators. The State-wise details of the total funds released/assigned and utilized under the Scheme (subject to reconciliation) are as under:

(amount in Rs. crore)

State	Funds disbursed*	Funds utilized
Gujarat	623.42	554.48
Haryana	729.81	729.66
Karnataka	960.30	960.11
Madhya Pradesh	229.36	226.73
Maharashtra	669.80	666.95
Rajasthan	514.84	513.60
Uttar Pradesh	273.26	270.68
Total	4000.80	3922.21

* 'Funds disbursed to States till FY 2024-25 / limits assigned to States during FY 2025-26' minus 'Funds deposited by States in Consolidated Fund of India during April-May

2025 for migration of the Scheme from Central Nodal Agency (CNA) Model 2 to Treasury Single Account (TSA) model 1'

(c) to (e) Overall Impact Assessment Study of Atal Bhujal Yojana has been conducted by Quality Council of India (QCI). On the basis of detailed field surveys in the scheme implementation areas and interactions with local communities, the study has recognized important changes brought about by the scheme, like enhanced community awareness on ground water issues through capacity building and IEC activities, women's participation in leadership and decision making in groundwater management, social inclusivity and overall knowledge enhancement and willingness of the community to partake in groundwater conservation and water management. A copy of this Report is available on the website of Department of Water Resources, River Development and Ganga Rejuvenation at web-link:

https://www.jalshakti-dowr.gov.in/static/uploads/2026/07/597fd8727a8d10641bd33d7d22ce0459.pdf

As per the assessment conducted during 2023 to 2025, out of 229 Blocks covered under the Scheme, 180 Blocks have shown improvement in ground water levels, list of which is given in the enclosed **Statement.**

(f) Atal Bhujal Yojana was a pilot programme conceived with a fixed duration & outlay which has successfully demonstrated the efficacy of community centred ground water management and provided a replicable model which can be taken up for implementation by other States.

STATEMENT

List of Blocks showing improvement in ground water levels

State	Number of Blocks	Name of the Block/Taluk covered under the Scheme	Blocks/Taluks, which shown improvement in ground water levels as per the assessment conducted during 2023 to 2025	
			Number	Name of the Block/Taluk
Gujarat	**36**	Dantiwada, Deesa, Deodar, Dhanera, Kankrej, Lakhani, Palanpur, Tharad, Vadgam, Dehgam, Gandhinagar, Kalol, Mansa, Anjar, Bhachau, Bhuj, Mandvi, Nakhatrana, Becharaji, Jotana, Kadi, Kheralu, Mahesana, Satlasana, Unjha, Vadnagar, Vijapur, Visnagar, Chanasma, Patan, Sarasvati, Sidhpur, Idar, Prantij, Talod, Vadali	**31**	Dantiwada, Deesa, Deodar, Kankrej, Vadgam, Dehgam, Gandhinagar, Kalol, Mansa, Anjar, Bhuj, Mandvi, Nakhatrana, Becharaji, Jotana, Kadi, Kheralu, Mahesana, Satlasana, Unjha, Vadnagar, Vijapur, Visnagar, Chanasma, Patan, Sarasvati, Sidhpur, Idar, Prantij, Talod, Vadali
Haryana	**36**	Behal, Kairu, Loharu, Tosham, Badhra, Ballabgarh, Faridabad, Tohana, Farrukh Nagar, Gurgaon, Pataudi, Sohna, Guhla, Rajound, Karnal, Ladwa, Pehowa, Shahbad, Ateli Nangal, Kanina, Mahendragarh, Nangal Chaudhry, Narnaul, Hassanpur, Hathin, Hodal,	**19**	Tosham, Ballabgarh, Farrukh Nagar, Karnal, Ladwa, Shahbad, Mahendragarh, Nangal Chaudhry, Narnaul, Hassanpur, Hathin, Hodal, Palwal, Bapoli, Ellenabad, Jagadhri, Radaur, Sadaura (Part), Saraswati Nagar

		Palwal, Bapoli, Samalkha, Khol At Rewari, Ellenabad, Rania, Jagadhri, Radaur, Sadaura (Part), Saraswati Nagar		
Karnataka	**41**	Badami, Bagalkot, Athani, Ramdurg, Devanahalli, Doddaballapura, Hoskote, Nelamangala, Gundlupet, Bagepalli, Chikkaballapur, Chintamani, Gauribidanur, Gudibande, Sidlaghatta, Kadur, Challakere, Chitradurga, Hiriyur, Holalkere, Hosadurga, Channagiri, Jagaluru, Gadag, Ron, Arsikere, Bangarpet, Kolar, Malur, Mulbagal, Srinivaspur, Kanakapura, Ramanagara, Chikkanayakanahalli, Koratagere, Madhugiri, Sira, Tiptur, Tumakuru, Hagaribommanahalli, Harapanahalli	**37**	Badami, Bagalkot, Athani, Ramdurg, Devanahalli, Doddaballapura, Nelamangala, Gundlupet, Bagepalli, Chikkaballapur, Chintamani, Gauribidanur, Sidlaghatta, Kadur, Challakere, Chitradurga, Hiriyur, Holalkere, Hosadurga, Jagaluru, Gadag, Ron, Arsikere, Bangarpet, Kolar, Malur, Mulbagal, Srinivaspur, Ramanagara, Chikkanayakanahalli, Koratagere, Madhugiri, Sira, Tiptur, Tumakuru, Hagaribommanahalli, Harapanahalli
Madhya Pradesh	**9**	Chhatarpur, Nowgong, Rajnagar, Patheria, Niwari, Ajeygarh, Sagar, Baldeogarh, Palera	**9**	Chhatarpur, Nowgong, Rajnagar, Patheria, Niwari, Ajeygarh, Sagar, Baldeogarh, Palera
Maharashtra	**43**	Karjat, Rahata, Sangamner, Chandurbazar, Morshi, Warud, Malkapur, Motala, Amalner,	**39**	Karjat, Rahata, Sangamner, Chandurbazar, Morshi, Warud, Malkapur, Motala, Amalner,

		Parola, Raver, Yawal, Ghansawangi, Jalna, Partur, Chakur, Latur, Nilanga, Renapur, Shirur Anantpal, Katol, Narkhed, Deola, Nashik, Sinnar, Omerga, Osmanabad, Baramati, Indapur, Purandar, Jath, Kavathemahankal, Khanapur-Vita, Miraj, Tasgaon, Khatav, Mahabaleshwar, Man, Wai, Madha, Malshiras, Mohol, Pandharpur		Parola, Raver, Yawal, Ghansawangi, Jalna, Partur, Renapur, Shirur Anantpal, Katol, Narkhed, Deola, Nashik, Sinnar, Omerga, Osmanabad, Baramati, Indapur, Purandar, Jath, Kavathemahankal, Khanapur-Vita, Miraj, Tasgaon, Khatav, Man, Wai, Madha, Malshiras, Mohol, Pandharpur
Rajasthan	**38**	Ajmer Rural, Pisangan, Srinagar, Rajgarh, Atru, Baran, Shahpura, Chittaurgarh, Baijupada, Bandikui, Baswa, Dausa, Lawan, Nangal Rajawatan, Sikandra, Dhaulpur, Saipau, Hanumangarh, Sangriya, Tibbi, Amber, Govindgarh, Jalsu, Jaisalmer, Mohangarh, Nachna, Khanpur, Khetri, Hindaun, Shri Mahaveer Ji, Sangod, Ajeetgarh, Neem Ka Thana, Patan, Rajsamand, Chauth Ka Barwara, Khandar, Sawai Madhopur	**29**	Ajmer Rural, Pisangan, Srinagar, Rajgarh, Atru, Baran, Shahpura, Chittaurgarh, Baijupada, Baswa, Dausa, Lawan, Sikandra, Dhaulpur, Saipau, Sangriya, Amber, Mohangarh, Khetri, Hindaun, Shri Mahaveer Ji, Sangod, Ajeetgarh, Neem Ka Thana, Patan, Rajsamand, Chauth Ka Barwara, Khandar, Sawai Madhopur
Uttar Pradesh	**26**	Baghpat, Pilana, Barokhar Khurd, Jaspura, Mahuva, Naraini, Tindwari, Karvi,	**16**	Baghpat, Pilana, Mahuva, Naraini, Tindwari, Manikpur, Maudaha, Muskara, Sarila, Sumerpur,

		Manikpur, Mau, Ramnagar, Maudaha, Muskara, Sarila, Sumerpur, Babina, Mauranipur, Talbehat, Charkhari, Jaitpur, Kabrai, Panwari, Kharkhoda, Rajpura, Budhana, Kandhala		Babina, Charkhari, Jaitpur, Kharkhoda, Rajpura, Budhana
Total	**229**		**180**	

DEVELOPMENT OF NH-66 IN KOLLAM

901. SHRI N. K. PREMACHANDRAN:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government has initiated an effective monitoring mechanism for the time-bound completion of work on National Highway (NH)-66 and if so, the details thereof;

(b) whether the Government has fixed any schedule for the completion of work on NH-66 in Kollam Lok Sabha Constituency, if so, the details thereof;

(c) whether the Government has conducted any study regarding the safety of the earth- retaining walls constructed in Kollam Lok Sabha Constituency in light of the collapse of earth-retaining walls at Mylakkadu, Kottiyam, if so, the details thereof;

(d) whether the Government has found that the earth-retaining walls constructed along NH-66 in Kollam Lok Sabha Constituency are not up to the

required safety standards, if so, the details of the places where viaduct elevated highways on pillars were recommended; and

(e) whether the Government has initiated action to ensure the safety of NH-66 in Kollam Lok Sabha Constituency and if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Government has established a framework to review the progress of all on-going National Highway work including work on National Highway (NH) 66. This involves review at project, State and Central level in the Government involving all stakeholders including the State Government.

(b) Following projects are under implementation in the Kollam Lok Sabha Constituency:

Sl. No	**Project**	**Original Scheduled date of completion**	**Revised Scheduled date of completion**
1.	6-laning of kottukulangara to Start of Kollam Bypass	08.10.2024	31.12.2027
2.	6-laning of Start of Kollam Bypass kadambattukonam	31.03.2025	30.06.2027

(c) to (e) Independent Geotechnical Agencies have been engaged, under the supervision of Geotechnical Experts from Indian Institute of Technology (IIT) Palakkad and IIT Delhi, to assess the safety of the earth-retaining walls. Detailed soil investigations and borehole testing have been undertaken, and

the designs are under verification, based on the above field investigation data/ soil conditions.

The design of constructed earth retaining walls are under verification. Further, at Mylakkadu (Km. 504.4), Concessionaire is constructing 120m viaduct at its own cost.

INCREASE IN DOMESTIC AIRFARE

902. SHRI SUKHDEO BHAGAT:

Will the Minister of **CIVIL AVIATION** be pleased to state:

(a) whether the Government has conducted any assessment regarding the increase in domestic airfare on major route since 2022 and if so, the details thereof;

(b) whether the Government has examined the impact of airline market consolidation following the closure of airlines such as Jet Airways and Go First, on passenger fares and competition and if so, the details thereof;

(c) whether the Directorate General of Civil Aviation (DGCA) has received complaints regarding excessive airfares during festive seasons and emergencies and if so, the details thereof;

(d) whether the Government proposes to establish a transparent airfare monitoring mechanism for high-demand routes and if so, the details thereof; and

(e) the steps taken by the Government to ensure affordable air travel while maintaining fair competition in the aviation sector?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (e) With the repeal of Air Corporation act in March 1994, the Indian domestic aviation was totally deregulated. Airlines are free to induct capacity with any aircraft type, free to select whatever markets and network they wish to service and operate with the compliance of Route Dispersal Guidelines (RDG) issued by Government, slot allocated by airport operator and further approval from DGCA. Hence, it is up to the airlines operator to consider the introduction of air services to/from any airport in the country depending upon their operational and commercial viabilities.

The Government remains committed to promoting a balanced, competitive and resilient civil aviation ecosystem so that national connectivity is not adversely impacted by operational disruptions in any single airline.

Competition Commission of India (CCI) is a statutory authority entrusted with the primary goal to eliminate practices having an adverse effect on competition, prevent abuse of dominant position, promote & sustain competition, protect the interests of consumers, and ensure freedom of trade carried on by other players in the market.

Airfares are not subject to regulation by the Government and every air transport undertaking shall establish a tariff having regard to all relevant

factors, including the cost of operation, characteristics of service, reasonable profit, while adhering to Rule 135 of the Aircraft Rules, 1937.

The Government generally refrains from regulating airfares to maintain market competitiveness, however, it retains vigilant oversight role, intervening in exceptional circumstances by redistributing capacity across various sectors and imposing temporary fare caps, such as during the Covid Pandemic, festivals like Maha kumb or other extraordinary instances like Pahalgam incident & the Indigo flight disruptions.

The Ministry of Civil Aviation (MoCA) has developed a dedicated "Air Fare" grievance module on the AirSewa platform to address concerns related to excessive airfares charged by domestic airlines.

In order to enhance the transparency in airfare, Directorate General of Civil Aviation (DGCA) has set-up Tariff Monitoring Unit (TMU) that monitors airfares on selected 78 routes on a random basis by using airlines websites on monthly basis to ensure that the airlines do not charge airfares outside the range declared by them.

जम्मू में पेयजल आपूर्ति और संरक्षण संबंधी समस्याएं

903. श्री जुगल किशोरः

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार इस बात से अवगत है कि जम्मू लोक सभा निर्वाचन क्षेत्र के कई ग्रामीण और शहरी क्षेत्रों में पेयजल आपूर्ति, जल संरक्षण और सिंचाई से संबंधित समस्याएं बनी हुई हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) जल जीवन मिशन, अटल भूजल योजना, प्रधानमंत्री कृषि सिंचाई योजना और अन्य केंद्रीय योजनाओं के तहत स्वीकृत और पूरी की गई परियोजनाओं का ब्यौरा क्या है;

(ग) क्या सरकार का जल की भारी कमी वाले क्षेत्रों में पेयजल आपूर्ति को मजबूत करने, जल स्रोतों का संरक्षण करने और नई पेयजल आपूर्ति तथा सिंचाई परियोजनाओं को मंजूरी देने का विचार है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस संबंध में कितना समय लगने की संभावना है?

जल शक्ति मंत्रालय में राज्य मंत्री; **तथा रेल मंत्रालय में राज्य मंत्री** (**श्री वी. सोमन्ना**):

(क) और (ख) पेयजल 'राज्य' का विषय है और इसलिए जल जीवन मिशन (जेजेएम) के अंतर्गत पेयजल आपूर्ति स्कीमों की आयोजना, अनुमोदन, कार्यान्वयन, संचालन एवं रखरखाव की जिम्मेदारी राज्य/संघ राज्य क्षेत्र सरकारों की है। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्यों की मदद करती है।

अगस्त 2019 में जेजेएम की शुरुआत में, जम्मू और कश्मीर के जम्मू जिले में केवल 0.49 लाख (25.79%) ग्रामीण परिवारों के पास नल जल कनेक्शन होने की सूचना थी। जेजेएम के तहत अब तक 0.77 लाख से अधिक और ग्रामीण परिवारों को नल जल कनेक्शन प्रदान किए गए हैं। इस प्रकार, 15.07.2026 तक, जिले के 1.89 लाख ग्रामीण परिवारों में से 1.26 लाख (66.71%) से अधिक परिवारों के पास उनके घरों में नल जल आपूर्ति होने की सूचना है। चूंकि परिकल्पित उद्देश्यों को प्राप्त करने के लिए राज्यों/संघ राज्य क्षेत्रों में विभिन्न स्तरों पर कई परियोजनाएं एक साथ कार्यान्वित की जाती हैं, इसलिए ग्रामीण जल आपूर्ति परियोजनाओं के लिए अलग-अलग परियोजनाओं/योजनाओं का परियोजना-वार विवरण राज्य सरकार के स्तर पर रखा जाता है।

इसके अलावा, आवासन और शहरी कार्य मंत्रालय ने सूचित किया है कि 'जल' राज्य का विषय होने के कारण, जल आपूर्ति, सीवरेज और सेप्टेज प्रबंधन के क्षेत्रों अनुमोदित परियोजनाओं के माध्यम से जल निकाय कायाकल्प और पार्क तथा हरित स्थानों में अवसंरचना के सुधार/संवर्धन हेतु अटल नवीकरण और शहरी परिवर्तन मिशन 2.0 (अमृत 2.0) जैसी योजनाओं/मिशनों के माध्यम से राज्यों/संघ राज्य क्षेत्रों को वित्तीय और तकनीकी सहायता प्रदान की जाती है।

अमृत 2.0 को वर्ष 2021 में सभी शहरी स्थानीय निकायों(यूएलबी)/शहरों में शुरू किया गया था, जिससे शहरों को 'आत्मनिर्भर' और 'जल सुरक्षित' बनने में सक्षम बनाया जा सके। 500 अमृत शहरों में सीवरेज और सेप्टेज प्रबंधन की सार्वभौमिक कवरेज प्रदान करना अमृत 2.0 के प्रमुख फोकस क्षेत्रों में से एक है। जल निकायों का कायाकल्प तथा हरित स्थानों और पार्कों का विकास मिशन के अन्य घटक हैं। मिशन के अंतर्गत राज्यों/संघ राज्य क्षेत्रों को परियोजनाओं का चयन, मूल्यांकन, प्राथमिकता निर्धारण और कार्यान्वयन करने के अधिकार प्रदान किए गए हैं। अमृत 2.0 के तहत, संघ राज्य क्षेत्र जम्मू-कश्मीर ने जम्मू, राजौरी, रियासी और सांबा जिलों में जल आपूर्ति और जल निकाय कायाकल्प क्षेत्रों के तहत 137.88 करोड़ रुपये (संचालन और रखरखाव लागत सहित) की 16 परियोजनाएं शुरू की हैं।

जल संसाधन, नदी विकास और गंगा संरक्षण विभाग (डीओडब्ल्यूआर, आरडी एंड जीआर) द्वारा सूचित किए गए अनुसार, प्रधानमंत्री कृषि सिंचाई योजना (पीएमकेएसवाई) वर्ष 2015-16 के दौरान शुरू की गई थी, जिसका उद्देश्य खेत में पानी की भौतिक पहुंच को बढ़ाना और सुनिश्चित सिंचाई के तहत खेती योग्य क्षेत्र का विस्तार करना, खेत में जल उपयोग दक्षता में सुधार लाना, स्थायी जल संरक्षण व्यवहारों को पेश करना आदि था।

संघ राज्य क्षेत्र जम्मू-कश्मीर में, पीएमकेएसवाई-एआईबीपी के तहत तीन सिंचाई परियोजनाओं नामतः राजपोरा लिफ्ट सिंचाई परियोजना, त्राल लिफ्ट सिंचाई परियोजना और मुख्य रावी नहर का पुनरुद्धार और आधुनिकीकरण को पूरा किया गया है। इन परियोजनाओं के

तहत 2016 से अब तक 6.52 हजार हेक्टेयर की अतिरिक्त सिंचाई क्षमता का सृजन किया गया है और 2.28 हजार हेक्टेयर कमान क्षेत्र विकसित किया गया है।

इसके अलावा, जल संसाधन, नदी विकास और गंगा संरक्षण विभाग ने सूचित किया है कि अटल भूजल योजना एक पायलट योजना थी और इसे संघ राज्य क्षेत्र जम्मू-कश्मीर में कार्यान्वित नहीं किया गया था।

(ग) और (घ) वर्ष 2019 से, जल जीवन मिशन के अंतर्गत दुर्गम भू-भागों के लिए 30% भारांक महत्व दिया गया है, जिसमें अन्य बातों के साथ-साथ जल जीवन मिशन के अंतर्गत निधियों का आवंटन करते समय मरूस्थल विकास कार्यक्रम (डीडीपी) तथा सुखाग्रस्त क्षेत्र कार्यक्रम (डीपीएपी) के अंतर्गत आने वाले क्षेत्रों में कवरेज को प्राथमिकता दी गई है। सूखाग्रस्त और पानी की कमी वाले क्षेत्रों/अपर्याप्त वर्षा या भरोसेमंद भूजल स्रोतों वाले क्षेत्रों में नल जल आपूर्ति सुनिश्चित करने के लिए लंबी दूरी तथा क्षेत्रीय जल आपूर्ति योजनाओं से थोक जल अंतरण की योजना और कार्यान्वयन के लिए भी प्रावधान किए गए हैं। इसके अलावा, राज्यों/संघ राज्य क्षेत्रों को अन्य योजनाओं जैसे वीबी-जी राम जी, एकीकृत वाटरशेड प्रबंधन कार्यक्रम (आईडब्ल्यूएमपी), आरएलबी/पीआरआई को वित्त आयोग से सशर्त अनुदान, राज्य योजनाओं, सीएसआर निधियों आदि के सामंजस्य में स्रोत पुनर्भरण अर्थात् समर्पित बोरवेल पुनर्भरण संरचनाएं, वर्षा जल पुनर्भरण, मौजूदा जल निकायों का कायाकल्प, आदि हेतु सलाह दी गई है।

केंद्रीय मंत्रिमंडल ने जेजेएम 2.0 के तहत ग्रामीण पेयजल आपूर्ति क्षेत्र में संरचनात्मक सुधारों पर ध्यान केंद्रित करते हुए संवर्धित परिव्यय और एक पुनर्गठित कार्यान्वयन ढांचे के साथ जेजेएम को दिसंबर 2028 तक बढ़ाने को मंजूरी दे दी है। जेजेएम 2.0 के तहत कोई नई पाइपगत जलापूर्ति योजना शुरू नहीं की जाएगी। तथापि, पीएम-जनमन और डीए-जेजीयूए क्षेत्रों में, जनजातीय कार्य मंत्रालय, ग्रामीण विकास मंत्रालय और पंचायती राज मंत्रालय के प्रतिनिधियों के साथ एक समिति मौजूदा दिशानिर्देशों के अनुसार ऐसी योजनाओं से संबंधित राज्य कार्य योजनाओं की जांच और अनुमोदन करेगी।

DAMAGES TO ENGINES DUE TO E20 FUEL

904. SHRI T. R. BAALU:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the Government is aware of the huge dissatisfaction and protest among the vehicle/car owners over the use of E20 fuel because of heavy damages to engines; and

(b) if so, the corrective actions taken to ensure the confidence of the vehicle owners?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) As per information received from Society of Indian Automobile Manufacturers (SIAM), no widespread issues of engine failure or vehicle breakdown attributable to ethanol blending have been reported. Certain concerns relating to engine performance, mileage and vehicle wear have been arising largely through public commentary and social media discourse. E15+ blended petrol has been in widespread use across the country for over three-and-a-half years and E19–E20 fuel for over two-and-a-half years.

(b) Government in the Ministry of Petroleum and Natural Gas has introduced the Ethanol Blended Petrol (EBP) Programme by consultation with stakeholders, field trials and validation by expert agencies at each stage of blending escalation:

i. Ethanol Blending Program is administered by the Government in Ministry of Petroleum and Natural Gas. A Study for the evaluation of effects of E20 on BS-III, BS-IV and BS-VI E10 (Gasoline) two-wheelers and four-wheelers was carried out jointly by Indian Oil Corporation Limited (IOCL), Indian Institute of Petroleum (IIP) Dehradun, Society of Indian Automobile Manufacturers (SIAM) and Automotive Research Association of India (ARAI). The exhaust emissions meet the respective norms (ie BS VI vehicles meet the BS VI emission norms when tested with E20). The studies have not shown any need to modify the car and two-wheeler engines. These studies confirmed that even legacy vehicles did not exhibit any significant variations in performance, nor do they show abnormal wear-and-tear when operated with E20 fuel. No issues were reported in parameters such as drivability, startability, metal compatibility, and plastic compatibility. Only in case of testing done on BS-III vehicles introduced from 1st April, 2005 and manufactured prior to 2016, some rubber parts and gaskets may require replacement, which can be easily managed during routine servicing regime of the vehicle. With regard to the concern of vehicle mileage due to the use of E20 fuel, Government, automobile manufacturers and vehicle/engine testing agencies have clarified that vehicle mileage is influenced by a host of factors beyond just fuel type. These include driving habits, maintenance practices such as oil changes and air filter cleanliness, tyre pressure and alignment, and even air conditioning load.

ii. An Inter-Ministerial Committee (IMC), constituted on 26 December 2020 under NITI Aayog, comprehensively examined vehicle compatibility and mileage/efficiency aspects of ethanol blending. This assessment was supported by research conducted by Indian Oil Corporation Ltd. (IOCL), the Automotive Research Association of India (ARAI) and the Society of Indian Automobile Manufacturers (SIAM).

iii. The Committee's "Roadmap for Ethanol Blending in India 2020-25", released in June 2021, was prepared after extensive consultation with automobile manufacturers, oil companies and agricultural experts, and examined material compatibility, engine calibration, fuel systems, drivability, durability, emissions and fuel efficiency. The Committee's report preceded the introduction of E-20 fuel.

The Ethanol Blended Petrol (EBP) Programme has been implemented through a phased, calibrated, scientifically validated and consultative approach.

It has been used globally for over a century, with countries such as Brazil operating higher ethanol blends for decades. In India, the Ethanol Blended Petrol (EBP) Programme commenced with a pilot in 2001, E5 was introduced in 2006, and although blending remained around 1.53% in 2013-14, it has since been increased progressively in a calibrated manner after creating the necessary production capacity, infrastructure and regulatory framework. Before the introduction of E20, extensive laboratory studies, durability trials and field validation were undertaken covering engine durability, material

compatibility, fuel systems, corrosion resistance, drivability, emissions, fuel economy and overall vehicle performance.

As seen from the table, the progression has been gradual:

Ethanol Supply Year	Average Blending (%)
2013-14	~1.53
2020-21	~8.1
2021-22	~10
2022-23	~12
2023-24	~14.6
2024-25	~19.2
2025-26 (Nov-June)	20

मुजफ्फरनगर में अमृत 2.0 के तहत प्रगति

905. श्री हरेन्द्र सिंह मलिकः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) मुजफ्फरनगर नगर निकाय क्षेत्र में निर्बाध पेयजल आपूर्ति और सीवरेज प्रबंधन सुनिश्चित करने के लिए अमृत 2.0 के तहत स्वीकृत 117.36 करोड़ रुपये की परियोजनाओं की वर्तमान वास्तविक और वित्तीय प्रगति का ब्यौरा क्या है;

(ख) क्या सरकार का मुजफ्फरनगर जैसे उभरते राष्ट्रीय राजधानी क्षेत्र (एनसीआर) के शहरों में स्मार्ट मोबिलिटी को बढ़ावा देने के लिए ई-बस सेवाओं को बढ़ाने के लिए केंद्रीय बजट 2026 में अतिरिक्त धन आवंटित करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) मुजफ्फरनगर में औद्योगिक कचरे और शहरी ठोस कचरे के शत-प्रतिशत वैज्ञानिक प्रसंस्करण लक्ष्य को हासिल करने के लिए स्वच्छ भारत मिशन-शहरी (एसबीएम-यू) 2.0 के तहत अपनाई गई नई तकनीकों का ब्यौरा क्या है; और

(घ) क्या सरकार ने मुजफ्फरनगर के हरित पट्टी क्षेत्रों में पार्कों और सामुदायिक केंद्रों के विकास के लिए राष्ट्रीय शहरी डिजिटल मिशन (एनयूडीएम) के तहत कोई डिजिटल डेटा साझाकरण प्रणाली लागू की है और यदि हां, तो तत्संबंधी व्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) अटल नवीकरण और शहरी परिवर्तन मिशन (अमृत) 2.0 के तहत, राज्यों / संघ राज्यक्षेत्रों को परियोजनाओं का चयन, मूल्यांकन, प्राथमिकता निर्धारण और कार्यान्वयन करने का अधिकार है। अमृत 2.0 के तहत, उत्तर प्रदेश राज्य ने मुजफ्फरनगर नगर पालिका परिषद (एनपीपी) में 244.90 करोड़ रुपये की 4 परियोजनाएं शुरू की हैं। इन परियोजनाओं की स्थिति इस प्रकार है:

परियोजना का नाम	**अनुमोदित लागत (करोड़ रु. में)**	**स्थिति**
मुजफ्फरनगर जल आपूर्ति व्यवस्था में बदलाव योजना क्षेत्र 6, 7, 8, 9 और 10	117.36	डीपीआर तैयार
मुजफ्फरनगर जल आपूर्ति व्यवस्था में बदलाव योजना क्षेत्र 1, 2, 3, 4 और 5	119.95	एनआईटी जारी
किदवई नगर, मुजफ्फरनगर में 32.5 एमएलडी शोधित जल के पुनः उपयोग की परियोजना	0.50	परियोजना पूर्ण
वार्ड नंबर-30, जनकपुरी एनपीपी मुजफ्फरनगर में 24x7 जल आपूर्ति योजना	7.08	ठेका दिया गया

(ख) पीएम- ई बस सेवा योजना 16 अगस्त, 2023 को सार्वजनिक निजी भागीदारी (पीपीपी) मॉडल के तहत 10,000 इलेक्ट्रिक बसों को तैनात करने के लिए 20,000 करोड़ रुपये की केंद्रीय सहायता (सीए) सहित शहरी क्षेत्रों में सिटी बस संचालन को बढ़ाने के लिए शुरू की गई थी। 2011 की जनगणना के अनुसार 3-40 लाख के बीच की आबादी वाले शहर और 3 लाख से कम आबादी वाले अन्य राज्यों की राजधानियां इसके लिए पात्र हैं। इस योजना के अंतर्गत राष्ट्रीय राजधानी क्षेत्र (एनसीआर) के सहभागी शहरों (फरीदाबाद, गुरुग्राम, रोहतक, पानीपत, करनाल एवं अलवर) के

लिए कुल 450 इलेक्ट्रिक बसें स्वीकृत की गई हैं। योजना के अंतर्गत बिहाइंड-द-मीटर (बीटीएम) पावर तथा सिविल डिपो इन्फ्रास्ट्रक्चर के लिए अब तक राष्ट्रीय राजधानी क्षेत्र (एनसीआर) हेतु कुल 35.77 करोड़ रु. की केंद्रीय सहायता अनुमोदित की गई है। योजना के अंतर्गत केवल इलेक्ट्रिक बसें उपलब्ध कराए जाने के कारण उत्सर्जन में कमी लाने तथा सतत् शहरी आवाजाही को बढ़ावा देने में सहायता मिलती है। उत्तर प्रदेश राज्य ने पीएम-ई-बस सेवा योजना के अंतर्गत भागीदारी नहीं की है। राष्ट्रीय राजधानी क्षेत्र (एनसीआर) में ई-बसों का शहर-वार विवरण निम्नानुसार है:

क्र. सं.	**राज्य**	**शहर**	**स्वीकृत बसें**	**संबद्ध इन्फ्रास्ट्रक्चर के लिए स्वीकृत राशि (करोड़ रुपए में)**	**संवितरित राशि (करोड़ रुपए में)**	**जारी मूल स्वीकृति (करोड़ रु. में)**
1	हरियाणा	फरीदाबाद	100	16.41	-	-
2		गुरुग्राम	100	5.72	-	-
3		रोहतक	50	-	-	-
4		पानीपत	50	-	-	-
5		करनाल	50	-	-	-
6	राजस्थान	अलवर	100	13.64	11.33	1.16
कुल			**450**	**35.77**	**11.33**	**1.16**

(ग) स्वच्छ भारत मिशन-शहरी (एसबीएम-यू) 2.0 के ठोस अपशिष्ट प्रबंधन घटक के तहत सामग्री पुनःप्राप्ति सुविधाएं (एमआरएफ), अपशिष्ट से खाद (डब्ल्यूटीसी) संयंत्र, बायो-मिथेनेशन संयंत्र, रिफ्यूज़्ड डिराइव्ड फ्यूल (आरडीएफ) प्रसंस्करण सुविधाएं, अपशिष्ट से बिजली (डब्ल्यूटीई) संयंत्र, निर्माण और विध्वंस (सी एंड डी) अपशिष्ट संयंत्र, कंप्रेस्ड बायो गैस प्लांट सहित सैनिटरी लैंडफिल जैसी विभिन्न प्रकार की नगरपालिका अपशिष्ट प्रसंस्करण सुविधाओं की स्थापना के लिए निधि की केंद्रीय वितीय सहायता (सीएफए) प्रदान की जाती है।

राज्य अपने संसाधनों, प्रौद्योगिकी, स्थलाकृति, शामिल कचरे के प्रकार, जलवायु स्थितियों आदि के आधार पर विभिन्न प्रकार की अपशिष्ट प्रसंस्करण सुविधाओं का चयन करते हैं।

स्वच्छ भारत मिशन संपूर्ण शहरी भारत में स्वच्छता एवं अपशिष्ट प्रबंधन को सुदृढ़ बनाने के लिए प्रौद्योगिकी का उपयोग करता है। उपचार प्रौद्योगिकी का चयन शहरी स्थानीय निकायों (यूएलबी)/राज्य सरकारों के लिए खुला है, जिससे वे केंद्रीय लोक स्वास्थ्य एवं पर्यावरण अभियांत्रिकी संगठन (सीपीएचईईओ) की नियमावली तथा समय-समय पर जारी परामर्शों में रेखांकित किसी भी विश्वसनीय प्रौद्योगिकी का चयन कर सकते हैं। शहरी स्थानीय निकाय नगरपालिका ठोस अपशिष्ट के वैज्ञानिक प्रसंस्करण के लिए निम्नलिखित प्रौद्योगिकियों सहित उपयुक्त प्रौद्योगिकियों को अपना सकते हैं:

(i) बायो-मिथेनेशन, माइक्रोबियल कम्पोस्टिंग, वर्मी कम्पोस्टिंग, एनारोबिक डाइजेशन अथवा बायोडिग्रेडेबल अपशिष्टों के जैव-स्थिरीकरण के लिए कोई अन्य उपयुक्त प्रसंस्करण;

(ii) अपशिष्ट से ऊर्जा प्रक्रियाएं, जिनमें रिफ्यूज़ डिराइव्ड फ्यूल (आरडीएफ) तथा सॉलिड वेस्ट-आधारित पावर प्लांट्स अथवा सीमेंट किल्न्स के लिए फीडस्टॉक के रूप में आपूर्ति शामिल है।

राज्य सरकार ने सूचित किया है कि एसबीएम-यू 2.0 के तहत एकीकृत नगरपालिका ठोस अपशिष्ट प्रबंधन प्रणाली के माध्यम से मुजफ्फरनगर में नगरपालिका ठोस अपशिष्ट का वैज्ञानिक प्रसंस्करण किया जाता है। मुजफ्फरनगर में लगभग 175 टन प्रतिदिन (टीपीडी) ठोस अपशिष्ट उत्पन्न होता है। इसके वैज्ञानिक प्रसंस्करण के लिए, शहर में 355 टीपीडी अपशिष्ट प्रसंस्करण संयंत्र के साथ-साथ 15 टीपीडी सामग्री पुनर्प्राप्ति सुविधा (एमआरएफ) है। बायोडिग्रेडेबल अपशिष्ट को विंडरो कंपोस्टिंग विधि के माध्यम से संसाधित किया जाता है, जबकि पुनर्चक्रण योग्य

सामग्रियों को पुनर्प्राप्ति के लिए एमआरएफ में अलग किया जाता है। नॉन-बायोडिग्रेडेबल कंबस्टिबल फ्रैक्शन (आरडीएफ) को सह-प्रसंस्करण के लिए अधिकृत सीमेंट उद्योगों को उपलब्ध कराया जाता है, जिससे उसका वैज्ञानिक निपटान एवं उपयोग सुनिश्चित होता है।

(घ) मुजफ्फरनगर के ग्रीन बेल्ट क्षेत्रों में पार्कों और सामुदायिक केंद्रों के विकास के लिए राष्ट्रीय शहरी डिजिटल मिशन (एनयूडीएम) के तहत कोई डिजिटल डेटा शेयरिंग सिस्टम कार्यान्वित नहीं किया गया है।

USE OF E20 PETROL

906. SHRI HARIBHAI PATEL:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has assessed the concerns expressed by certain owners of petrol-driven vehicles regarding the use of E20 petrol, particularly with respect to fuel efficiency, engine performance, maintenance costs and the overall driving experience, if so, the details thereof;

(b) the consultations held with automobile manufacturers, Oil Marketing Companies (OMCs), testing agencies, research institutions and consumer organisations to evaluate the operational suitability of E20 petrol before and after its nationwide rollout;

(c) the findings of the scientific evaluations conducted by authorised institutions regarding the compatibility of E20 fuel with petrol vehicles manufactured prior to the introduction of E20 standards and the recommendations made thereon;

(d) the mechanism established by the Government to receive, investigate and redress consumer complaints and suggestions relating to the use of E20 fuel; and

(e) the strategy formulated by the Government to address genuine consumer concerns while simultaneously promoting ethanol blending?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (c) The Ethanol Blended Petrol (EBP) Programme has been implemented through a phased, scientifically validated and consultative process involving NITI Aayog, automobile manufacturers, Oil Marketing Companies (OMCs), Automotive Research Association of India (ARAI), Society of Indian Automobile Manufacturers (SIAM), Indian Institute of Petroleum (IIP) and other technical institutions.

Ethanol is not a new fuel. It has been used globally for over a century, with countries such as Brazil operating higher ethanol blends for decades. In India, the Ethanol Blended Petrol (EBP) Programme commenced with a pilot in 2001, E5 was introduced in 2006, and although blending remained around 1.53% in 2013-14, it has since been increased progressively in a calibrated manner after creating the necessary production capacity, infrastructure and regulatory framework.

The rollout of higher ethanol blends was undertaken only after extensive consultation with automobile manufacturers, SIAM, ARAI, component manufacturers, testing agencies and Oil Marketing Companies (OMCs).

The Government has not received any widespread or substantiated complaints from vehicle manufacturers, automobile associations or consumer organisations regarding the use of E20 petrol with respect to fuel efficiency, engine performance, maintenance costs and the overall driving experience. The Government has, however, taken note of certain concerns raised in media and social media, which have been scientifically examined.

Extensive laboratory studies and field trials conducted by ARAI, SIAM, IOCL, IIP and automobile manufacturers covering parameters such as engine durability, drivability, startability, corrosion resistance, material compatibility, emissions and fuel efficiency have confirmed that E20 is safe for use under prescribed standards.

These studies also established that legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear due to E20. These extensive laboratory studies, field validation and real-world operating experience have not established any widespread adverse impact on vehicle performance due to E20 fuel.

The Government's assessment is based not only on laboratory research but also on large-scale experience after nationwide implementation. India witnesses approximately 8 crore vehicles visiting retail outlets every day (around 80% petrol vehicles).

E15+ blended petrol has been in widespread use for over three-and-a-half years and E19-E20 fuel for over two-and-a-half years. More than 20 crore two-wheelers and over 3 crore petrol cars have been operating on these blends without any verified evidence of widespread engine failure or vehicle breakdown attributable to ethanol blending. Manufacturer service data confirm that there is no abnormal corrosion, wear or reduction in vehicle life due to E20 fuel. Manufacturers continue to honour warranty obligations for vehicles using E20 fuel, providing further confidence in its safety and reliability.

A leading OEM serviced 2.84 crore vehicles during FY 2025-26, including approximately 1.5 crore vehicles that were not originally certified as E20-compatible, and reported no E20-linked corrosion, abnormal wear or reduction in component life. A leading 2-wheeler company has reported similar field experience. One OEM recently stated that data from 1.4 crore E20-operated vehicles tracked over an extended period showed no evidence of ethanol-induced corrosion. ARAI reaffirmed that vehicles undergo rigorous international-standard validation before reaching consumers.

With regard to mileage, studies by Government agencies and automobile manufacturers indicate that fuel efficiency is influenced by several factors, including driving conditions, driving habits and vehicle maintenance. Any reduction in fuel economy in certain E10-designed vehicles is generally limited to about 3-5%, while E20 offers a higher-octane rating, superior anti-knock characteristics, cleaner combustion and smoother engine performance.

Automobile manufacturers, component suppliers, SIAM, ARAI, testing agencies and Oil Marketing Companies were associated with every stage of the scientific evaluation and phased rollout of E20. E20 was rolled out only after successful validation of fuel systems, engine durability, drivability, reasonable material compatibility and emissions performance. These studies also established that legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear due to E20.

According to SIAM and ARAI, E20 improves acceleration and ride quality while reducing carbon emissions. Ethanol's higher-octane number supports modern high-compression engines and its higher heat of vaporisation improves combustion efficiency.

The transition to E20 has also delivered significant national benefits. The Ethanol Blended Petrol Programme has saved over ₹1.97 lakh crore in foreign exchange, substituted nearly 316 lakh metric tonnes of crude oil, reduced around 952 lakh metric tonnes of CO_2 emissions and transferred over ₹1.66 lakh crore to farmers.

Further, OMCs follow stringent Standard Operating Procedures (SOPs) covering procurement, blending, storage, transportation and retail dispensing. Fuel quality is tested at the distillery, depot and retail outlet. Based on complaints received, OMCs have also carried out over 30,000 quality checks (in the last 10-20 days) at retail outlets to detect adulteration and ensure that only specification-compliant fuel reaches consumers. State Governments have

also been requested to adopt zero tolerance against any instance of fuel adulteration

(d) and (e) Public Sector Oil Marketing Companies (OMCs) have established robust consumer grievance redressal mechanisms to receive, investigate and resolve customer complaints and suggestions, including those relating to E20 fuel. Customers can register their grievances through multiple offline and online channels such as complaint/suggestion registers available at all retail outlets, dedicated toll-free customer care numbers, company websites and mobile applications, Customer Relationship Management (CRM) systems, social media platforms, e-mail, and the Centralized Public Grievance Redress and Monitoring System (CPGRAMS). The contact details of dealers and concerned field officers are prominently displayed at retail outlets to facilitate prompt grievance redressal. All complaints received through these channels are duly investigated and resolved within the stipulated timeframe in accordance with the established procedures of the OMCs.

Public awareness initiatives are also undertaken to educate consumers about the technical compatibility of E20 fuel with all petrol vehicles without any performance issue and the environmental and energy security benefits of ethanol blending. Consumer feedback received through the grievance redressal mechanisms is regularly monitored by the OMCs, and appropriate corrective measures are taken wherever required to ensure consumer confidence while advancing the Ethanol Blended Petrol (EBP) Programme.

EROSION DUE TO RIVER GANGA IN WEST BENGAL

907. SHRI ABU TAHER KHAN:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government is aware of the severe river erosion along the Ganga in Farakka, Samsherganj, Suti and Jangipur areas of Murshidabad district, West Bengal and if so, the details thereof;

(b) the details of the funds sanctioned for anti-erosion and river bank protection works in Murshidabad district during the last five years; and

(c) whether any comprehensive project has been proposed for addressing Ganga river erosion in Murshidabad district and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (c) Erosion and deposition are natural geomorphic processes that occur in all alluvial reaches of rivers such as the Ganga. As per the request of the Government of West Bengal, a Committee was constituted by Department of Water Resources, River Development and Ganga Rejuvenation to conduct a joint detailed technical study for formulating an integrated plan to address threat of erosion posed by the Ganga-Padma river system in West Bengal. The Report of the Committee has been shared with the State Governments of West Bengal, Bihar and Jharkhand, and other stakeholders. Based on the data for the period 1988-2023, the Committee, in its Report, has indicated erosion of 10,244 hectares and deposition of 12,411 hectares along the Ganga-Padma river system, primarily in West Bengal.

During the last five years, a flood management project of the Government of West Bengal, namely, *"Improvement of embankment and ancillary works in Kandi and other adjoining areas of Murshidabad district (WB-18)",* benefitting Murshidabad district, has been provided central assistance of Rs 44.15 crore in 2021-22 and Rs 14.278 crore in 2026-27.

Further, Farakka Barrage Project (FBP), a Subordinate Organisation under Department of Water Resources, River Development and Ganga Rejuvenation undertakes river bank protection/anti-erosion works in critical reaches in its jurisdiction (upto 12.5 km in the upstream and 6.9 km in the downstream of Farakka Barrage), as per the recommendations of Technical Advisory Committee of FBP, necessitated for the safety and security of the Farakka Barrage and its appurtenant structures. FBP has undertaken Rs 5.60 crore of river bank protection/anti-erosion works in its jurisdiction in Murshidabad during last five years.

IMPACT OF GROUNDWATER EXTRACTION

908. SHRIMATI PRIYANKA GANDHI VADRA:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has taken any action to address the unsustainable extraction of groundwater in the country and if so, the details thereof;

(b) the details of over-exploited, critical and semi-critical groundwater blocks, State-wise;

(c) whether the impact of excessive groundwater extraction has been assessed and if so, the details thereof including the details of land subsidence, State-wise;

(d) whether the Government has taken any initiatives to reduce dependence on groundwater extraction, especially in agriculture and if so, the details thereof; and

(e) the action taken to accelerate groundwater recharge, especially through restoration and rejuvenation of natural ecosystems such as wetlands?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) Dynamic Ground Water Resources of the country are assessed jointly by the Central Ground Water Board and the concerned State Governments/Union Territory. As per the National Compilation of Dynamic Ground Water Resources of India, 2025, the total Annual Ground Water Recharge has been assessed as 448.52 Billion Cubic Metres (BCM), the Annual Extractable Ground Water Resource as 407.75 BCM and the total Annual Ground Water Extraction as 247.22 BCM. The Stage of Ground Water Extraction, which represents the ratio of annual groundwater extraction to annual extractable groundwater resource, has been assessed as 60.63 per cent. Agriculture use accounts for about 87 per cent of the total annual groundwater extraction.

Out of 6,762 assessment units in the country, which are generally Blocks/Taluks/Mandals/Tehsils, 730 assessment units have been categorised

as Over-exploited, 201 as Critical, 758 as Semi-critical, 4,946 as Safe and 127 as Saline. The State/UT-wise details of assessment units categorized as Over-exploited, Critical and Semi-critical are given in the enclosed **Statement.**

Comparison of the assessments for 2017 and 2025 indicates an overall improvement in the groundwater-resource scenario. The total Annual Ground Water Recharge increased from 431.86 BCM in 2017 to 448.52 BCM in 2025. During the same period, the Stage of Ground Water Extraction declined from 63.33 % to 60.63 %, the proportion of Safe assessment units increased from about 63 % to 73.14 % and the proportion of Over-exploited assessment units declined from about 17 % to 10.80 %.

The Government has taken a multi-pronged approach to address unsustainable groundwater extraction. The Central Ground Water Authority regulates groundwater extraction by industries, mining and infrastructure projects in 19 States/UTs, in accordance with the Guidelines dated 24 September 2020, as amended from time to time. Remaining 17 States/UTs have their own groundwater extraction regulatory mechanism. The Central Ground Water Board undertakes periodic groundwater-resource assessment, groundwater-level monitoring, aquifer mapping and preparation of aquifer-management plans. Measures such as rainwater harvesting, artificial recharge, restoration of water bodies, micro-irrigation, crop diversification, water budgeting and community-led groundwater management are also promoted through programmes including Jal Shakti Abhiyan, Atal Bhujal Yojana, Per Drop More Crop and Jal Sanchay Jan Bhagidari. As water is a State subject,

these efforts supplement the measures taken by the State Governments for sustainable groundwater management.

(c) Land subsidence is a localized phenomenon governed by geological, geotechnical, hydrogeological and anthropogenic factors. In susceptible aquifer systems, sustained groundwater withdrawal may lead to compaction of aquifer material and may contribute to land subsidence. Scientific institutions have reported localized subsidence in certain parts of the country. However, Ministry has not undertaken comprehensive State-wise assessment attributing land subsidence exclusively to excessive groundwater extraction.

(d) and (e) Water being a State subject, sustainable development and management of groundwater resources is primarily the responsibility of the State Governments. However, the Central Government supplements the efforts of the State Governments by providing technical guidance, policy support and financial assistance through various schemes and programmes. The major initiatives taken to regulate groundwater extraction, promote sustainable groundwater management, accelerate groundwater recharge and reduce dependence on groundwater, particularly in agriculture are as follows:

i. Under the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY)–Har Khet Ko Pani (HKKP), the Department of Water Resources, River Development and Ganga Rejuvenation is implementing the Surface Minor Irrigation (SMI) and Repair, Renovation and Restoration (RRR) of Water Bodies schemes. The RRR of Water Bodies component promotes restoration, renovation and

rejuvenation of existing water bodies to improve their storage capacity, enhance groundwater recharge and restore their irrigation potential.

ii. The Department of Agriculture & Farmers' Welfare is implementing the Per Drop More Crop (PDMC) component to promote micro-irrigation and improve on-farm water-use efficiency, thereby reducing groundwater extraction and encouraging sustainable use of groundwater resources.

iii. The Department of Agriculture & Farmers' Welfare is implementing the Crop Diversification Programme (CDP), a sub-scheme of the Pradhan Mantri Rashtriya Krishi Vikas Yojana (PM-RKVY), to promote diversification from water-intensive paddy cultivation to less water-intensive alternative crops. The programme supports crop demonstrations, farm mechanisation, value addition, awareness generation and capacity building. The Government is expediting the river linking projects for transferring surplus water to the deficit areas which is expected to reduce dependence of ground water in agriculture.

iv. The Ministry of Jal Shakti has successfully demonstrated community-led participatory groundwater management through the Atal Bhujal Yojana, implemented in 8,203 water-stressed Gram Panchayats across seven States. The programme promotes demand-side interventions such as water budgeting, crop diversification and efficient water use.

v. The Jal Shakti Abhiyan (JSA), launched in 2019, is an annual mission-mode campaign focusing on water conservation, rainwater harvesting, renovation of traditional and other water bodies/tanks, reuse and recharge structures, watershed development and intensive afforestation. As per available

information, more than 2 crore water conservation and artificial recharge works have been undertaken across the country through convergence under JSA.

vi. To further strengthen these efforts, the Hon'ble Prime Minister launched the Jal Sanchay Jan Bhagidari (JSJB) initiative in 2024 to make rainwater harvesting a mass movement through community participation. The initiative promotes community-led construction of rainwater harvesting, groundwater recharge and water storage structures tailored to local water needs. Thus far, more than 1.55 crore artificial groundwater recharge and water storage works have been created across the country under the initiative. Subsequently, the Jal Sanchay Jan Bhagidari–Catch the Rain (JSJB-CTR) campaign was launched on 1st June, 2026 to further promote rainwater harvesting and groundwater recharge across the country. Under VB-G RAM-G programme, 65 percent of total funds have been allocated for water related conservation works in Crtical and Overexploited distt.

vii. Mission Amrit Sarovar was launched by the Government of India to develop and rejuvenate at least 75 water bodies in every district of the country. As an outcome, nearly 69,000 Amrit Sarovars have been developed/rejuvenated across the country, contributing to enhanced water storage and groundwater recharge.

viii. Further, under the National Aquifer Mapping and Management Programme, the identified mappable area of about 25 lakh square kilometres has been covered and aquifer-management plans have been shared with the concerned

State Governments. NAQUIM 2.0 has subsequently been taken up to generate higher-resolution aquifer information and management strategies in water-stressed, groundwater-quality-affected, coastal and other priority areas.

STATEMENT

State/UT wise breakup of the number of assessment units categorized under Over-exploited, critical and Semi-critical (OCS), Safe and Saline categories as per GWRA 2025

S.N.	State/Union Territories	Total No. of Assessed Units	Safe		Semi-Critical		Critical		Over-Exploited		Saline	
	States		Nos.	%	Nos.	%	Nos.	%	Nos.	%	Nos.	%
1	Andhra Pradesh	679	601	88.5	24	3.5	3	0.4	12	1.8	39	5.74
2	Arunachal Pradesh	42	42	100	0	0	0	0	0	0	0	0
3	Assam	245	244	99.59	1	0.41	0	0	0	0	0	0
4	Bihar	535	471	88.04	49	9.16	12	2.24	3	0.56	0	0
5	Chhattisgarh	146	120	82.19	21	14.38	5	3.42	0	0	0	0
6	Goa	12	12	100	0	0	0	0	0	0	0	0
7	Gujarat	252	181	71.83	31	12.30	3	1.19	25	9.92	12	4.76
8	Haryana	143	31	21.68	15	10.49	6	4.20	91	63.64	0	0
9	Himachal Pradesh	26	26	100	0	0	0	0	0	0	0	0
10	Jharkhand	263	240	91.25	12	4.56	5	1.90	6	2.28	0	0
11	Karnataka	237	145	61.18	36	15.19	11	4.64	45	18.99	0	0
12	Kerala	152	123	80.92	27	17.76	2	1.32	0	0	0	0
13	Madhya Pradesh	317	221	69.72	64	20.19	6	1.89	26	8.20	0	0
14	Maharashtra	359	306	85.24	40	11.14	5	1.39	7	1.95	1	0.28

15	Manipur	9	9	100	0	0	0	0	0	0	0	0
16	Meghalaya	40	40	100	0	0	0	0	0	0	0	0
17	Mizoram	26	26	100	0	0	0	0	0	0	0	0
18	Nagaland	52	52	100	0	0	0	0	0	0	0	0
19	Odisha	314	298	94.90	10	3.18	0	0	0	0	6	1.91
20	Punjab	153	17	11.11	15	9.80	10	6.54	111	72.55	0	0
21	Rajasthan	302	36	11.92	27	8.94	23	7.62	213	70.53	3	0.99
22	Sikkim	38	38	100	0	0	0	0	0	0	0	0
23	Tamil Nadu	313	121	38.66	61	19.49	23	7.35	103	32.91	5	1.60
24	Telangana	620	473	76.29	105	16.94	19	3.06	23	3.71	0	0
25	Tripura	59	59	100	0	0	0	0	0	0	0	0
26	Uttar Pradesh	836	563	67.34	171	20.45	48	5.74	54	6.46	0	0
27	Uttarakhand	20	16	80	4	20	0	0	0	0	0	0
28	West Bengal	345	242	70.14	34	9.86	9	2.61	0	0	60	17.39
29	Andaman And Nicobar	9	9	100	0	0	0	0	0	0	0	0
30	Chandigarh	1	1	100	0	0	0	0	0	0	0	0
31	Dadra and Nagar Haveli and Daman and Diu	3	3	100	0	0	0	0	0	0	0	0
32	Delhi	34	7	20.59	6	17.65	11	32.35	10	29.41	0	0
33	Jammu And Kashmir	149	149	100	0	0	0	0	0	0	0	0
34	Ladakh	18	17	94.44	1	5.56	0	0	0	0	0	0
35	Lakshadweep	5	4	80	1	20	0	0	0	0	0	0
36	Puducherry	8	3	37.50	3	37.50	0	0	1	12.50	1	12.50

	Grand Total	**6762**	**4946**	**73.14**	**758**	**11.21**	**201**	**2.97**	**730**	**10.80**	**127**	**1.88**

Note-

Blockwise-Arunachal Pradesh, Assam, Bihar, Chhatisgarh, Haryana, Himachal Pradesh, Jharkhand, Kerala, Madhya Pradesh, Manipur, Meghalaya, Mizoram, Nagaland, Odisha, Punjab, Rajasthan, Sikkim, Tripura, Uttar Pradesh, Uttarakhand, West Bengal, Andaman & Nicobar Island, Jammu & Kashmir, Ladakh, Lakshadweep

Talukawise -Goa, Gujarat, Karnataka, Maharashtra, Tamil Nadu, Puducherry

Mandalwise - Andhra Pradesh, Telangana

Districtwise - Dadra & Nagar Haveli, Daman & Diu

UT- Chandigarh

Tehsilwise -Delhi

निर्माण और आवासीय योजनाओं में कठिनाइयाँ

909. श्री ओमप्रकाश भूपालसिंह उर्फ पवन राजेनिंबालकरः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने इस तथ्य का संज्ञान लिया है कि मराठवाड़ा क्षेत्र के कई शहरी क्षेत्रों में नागरिकों को भूमि रिकॉर्ड में वक्फ बोर्ड की प्रविष्टियों के कारण भवन निर्माण की मंजूरी प्राप्त करने और आवास योजनाओं के तहत लाभ उठाने में कठिनाइयों का सामना करना पड़ रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) ऐसे मामलों की जिला-वार संख्या कितनी है और उनके समाधान के लिए क्या कदम उठाए गए हैं;

(ग) क्या प्रधानमंत्री आवास योजना- शहरी (पीएमएवाई-यू) और अन्य आवास योजनाओं के तहत लाभार्थी ऐसे मुद्दों के कारण प्रभावित हुए हैं और यदि हां, तो जिला-वार प्रभावित लाभार्थियों का ब्यौरा क्या है; और

(घ) क्या सरकार का ऐसे विवादित भूमि रिकॉर्ड के समयबद्ध सत्यापन के लिए कोई विशेष व्यवस्था करने और यह सुनिश्चित करने का प्रस्ताव है कि पात्र नागरिकों को योजनाओं का लाभ मिले और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) से (घ)'भूमि' तथा 'कॉलोनिकरण' राज्य के विषय हैं। अतः भूमि अभिलेखों, राजस्व अभिलेखों में प्रविष्टियों, शहरी नियोजन, भवन उप-नियम तथा भवन निर्माण योजनाओं के अनुमोदन से संबंधित विषय राज्य सरकारों/संघ राज्य क्षेत्र प्रशासनों के अधिकार क्षेत्र में आते हैं। ऐसे आंकड़े केंद्रीय स्तर पर नहीं रखे जाते हैं।

आवासन और शहरी कार्य मंत्रालय को मराठवाड़ा क्षेत्र के शहरी क्षेत्रों में भूमि अभिलेखों में वक्फ बोर्ड की प्रविष्टियों के कारण भवन निर्माण के लिए अनुमोदन या पीएमएवाई-यू/पीएमएवाई-यू 2.0 सहित आवास योजनाओं के लाभ से वंचित किए जाने के संबंध में राज्य सरकार से ऐसी कोई रिपोर्ट प्राप्त नहीं हुई है।

दुमका के लिए क्षेत्रीय विमान संपर्क

910. श्री नलिन सोरेनः

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि**:**

(क) क्या सरकार का विचार क्षेत्रीय विमान संपर्क योजना के अंतर्गत दुमका लोक सभा निर्वाचन क्षेत्र को जोड़ने का है; और

(ख) यदि हां, तो इस संबंध में निर्धारित समय-सीमा सहित तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोल):

(क) और (ख) दुमका हवाईअड्डा झारखंड राज्य सरकार के अधिकार क्षेत्र में है। उड़ान योजना के तहत राज्य सरकार ने दुमका हवाईअड्डे को विकसित किया है और हवाईअड्डे के लाइसेंस लेने की प्रक्रिया में है।

दुमका को कोलकाता और रांची से जोड़ने वाले आरसीएस मार्गों को पिछले प्रचालक द्वारा मेसर्स स्काईहॉप को नोवेटेड कर दिया गया है। परिचालन की शुरूआत हवाईअड्डे की तैयारी पर निर्भर करती है।

INFRASTRUCTURE PROJECT FOR AMARAVATI

911. DR. GUMMA THANUJA RANI:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the status of major Central institutions and universities in Amaravati, including AIIMS Mangalagiri, VIT, SRM and BITS Pilani and the assistance provided by the Union Government for their development;

(b) the details of infrastructure projects approved or under execution under the Amaravati Integrated Urban Development Programme following the World Bank-supported financing, and the value of works in progress as of May, 2026;

(c) whether the Government has assessed the readiness of schools, health facilities and public transport in Amaravati to support the relocation of Central

Government employees to the GPRA campus and if so, the details thereof; and

(d) the measures taken to ensure transparency and equitable land allocation in Amaravati, particularly regarding allotment of prime land and protection of housing meant for economically weaker sections?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a), (b) and (d) As per the provisions of Article 243W of the Constitution, in conjunction with the Seventh and Twelfth Schedules, matters relating to urban development fall within the purview of States/Urban Local Bodies (ULBs). However, Ministry of Housing and Urban Affairs (MoHUA) provides programmatic support to the States/Union Territories (UTs) in their urban development agenda through its various flagship Missions/Programmes viz. Atal Mission for Rejuvenation & Urban Transformation 2.0 (AMRUT 2.0), Pradhan Mantri Awas Yojana – Urban 2.0 (PMAY-U 2.0), Swachh Bharat Mission – Urban 2.0 (SBM – U 2.0), **PM-eBus Sewa Scheme**, etc. The information sought is not centrally maintained by MoHUA.

(c) The question does not arise as presently there is no GPRA in Amaravati.

गुजरात में राष्ट्रीय राजमार्ग

912. श्री मनसुखभाई धनजीभाई वसावा:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) गुजरात के उन जिलों का ब्यौरा क्या है जो राष्ट्रीय राजमार्गों से नहीं जुड़े हैं;

(ख) क्या सरकार का विचार राज्य के सभी जिलों को राष्ट्रीय राजमार्गों से जोड़ने का है; और

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस संबंध में क्या समय-सीमा तय की गई है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) गुजरात राज्य के सभी 34 जिले राष्ट्रीय राजमार्गों से जुड़े हुए हैं।

(ख) और (ग) भाग (क) के उत्तर को देखते हुए प्रश्न नहीं उठता।

EMPLOYMENT OPPORTUNITIES

913. SHRI E.T. MOHAMMED BASHEER:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the total number of employment opportunities generated by Micro, Small and Medium Enterprises (MSMEs) in the country during each of the last three years, year, sector and State/UT-wise;

(b) the number of new MSMEs established and the employment generated therefrom in Kerala during the said period, year and district-wise along with the number of jobs generated for women and youth; and

(c) whether the Government has assessed the sustainability and quality of employment generated by newly established MSMEs including their survival rate and the number of enterprises that have ceased operations, particularly in Kerala and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) Year, State and Sector-wise total number of employment reported under UDYAM by Micro, Small and Medium Enterprises (MSMEs) in the country during the last three years i.e. FY 2023-24 to FY 2025-26 is given in the enclosed **Statement- I.**

(b) District and year-wise number of MSMEs established and registered and employment generated across all categories including women and youth in Kerala under UDYAM during the last three years i.e. FY 2023-24 to FY 2025-26 is given in the enclosed **Statement- II.**

(c) The Ministry captures the details of sustainability of established MSMEs and their survival rates throughout the country including in the State of Kerala. As per the UDYAM Registration portal during the last three years i.e. FY 2023-24 to FY 2025-26, 4,252 Micro Small and Medium Enterprises (MSMEs) have closed/shut down while around 4.61 lakh MSMEs have been registered in the State of Kerala. The number of MSMEs shut down in the State as a proportion of the total which were registered since then is 0.01%.

STATEMENT-I

State and year-wise total number of employment reported under UDYAM by MSMEs in the country during the last three years i.e. FY 2023-24 to FY 2025-26 is given below:

Sl. No.	State	FY 2023-24	FY 2024-25	FY 2025-26
1	Andaman And Nicobar Islands	12,272	11,064	169,594
2	Andhra Pradesh	2,397,374	7,008,263	3,665,854
3	Arunachal Pradesh	38,983	78,031	98,985
4	Assam	1,360,335	2,661,319	4,660,222
5	Bihar	2,187,076	3,408,013	5,554,238
6	Chandigarh	64,517	60,060	61,797
7	Chhattisgarh	655,836	905,253	1,003,562
8	Delhi	1,873,164	1,403,494	1,473,367
9	Goa	82,608	73,634	80,179
10	Gujarat	2,893,811	2,632,692	2,875,949
11	Haryana	1,462,025	1,690,231	2,087,520
12	Himachal Pradesh	328,752	284,589	259,798
13	Jammu And Kashmir	658,799	606,023	605,785
14	Jharkhand	837,024	1,110,085	1,604,418
15	Karnataka	4,301,279	6,556,693	5,087,438
16	Kerala	968,083	1,069,521	1,256,199
17	Ladakh	10,858	6,179	7,561
18	Lakshadweep	855	1,357	1,408

19	Madhya Pradesh	2,135,659	2,922,430	4,016,519
20	Maharashtra	5,104,116	5,632,081	6,797,170
21	Manipur	113,792	160,618	183,930
22	Meghalaya	45,687	103,261	214,615
23	Mizoram	47,523	39,982	67,565
24	Nagaland	55,630	58,396	72,553
25	Odisha	2,971,310	2,068,696	2,947,103
26	Puducherry	76,252	67,369	82,553
27	Punjab	1,425,597	2,859,798	1,496,177
28	Rajasthan	2,940,656	3,788,273	4,653,977
29	Sikkim	19,081	48,125	53,374
30	Tamil Nadu	6,082,337	5,777,590	6,146,708
31	Telangana	3,301,472	3,419,724	6,056,483
32	Dadra And Nagar Haveli And Daman And Diu	44,311	34,504	49,830
33	Tripura	213,468	259,614	319,945
34	Uttar Pradesh	6,017,300	7,448,822	11,871,811
35	Uttarakhand	431,100	534,034	621,973
36	West Bengal	3,375,239	4,270,573	4,272,281
Total		**54,534,181**	**69,060,391**	**80,478,441**

Sector and year-wise total number of employment reported under UDYAM by MSMEs in the country during the last three years i.e. FY 2023-24 to FY 2025-26 is given below:

Financial Year	Manufacturing	Services	Trading	Total
2023-24	16,890,512	17,663,691	19,979,978	**54,534,181**
2024-25	19,332,636	24,329,485	25,398,270	**69,060,391**
2025-26	24,990,014	25,682,183	29,806,244	**80,478,441**

STATEMENT-II

District and Year-wise number of new MSMEs established and registered and employment generated across all categories including women and youth in Kerala under UDYAM during the last three years i.e. FY 2023-24 to FY 2025-26 is given below:

Sl. No.	District	FY 2023-24			FY 2024-25			FY 2025-26		
		MSMEs Registered	Total Employment	Women Employment	MSMEs Registered	Total Employment	Women Employment	MSMEs Registered	Total Employment	Women Employment
1	Alappuzha	7,878	22,096	8,289	7,793	22,792	8,266	7,284	20,282	6,942
2	Ernakulam	17,456	66,886	21,690	18,946	68,241	22,785	18,888	77,755	24,579
3	Idukki	4,681	16,652	5,787	5,003	27,912	10,685	4,416	13,813	4,523
4	Kannur	11,172	49,179	17,282	12,582	34,394	12,115	11,012	41,047	11,685
5	Kasaragod	6,458	17,526	6,145	7,204	18,703	5,916	5,940	28,350	8,898

6	Kollam	10,924	58,684	19,542	10,367	145,308	53,955	9,419	91,133	25,324
7	Kottayam	7,577	22,115	7,332	8,236	23,366	7,619	7,804	24,550	9,471
8	Kozhikode	18,107	49,286	18,888	15,984	45,823	15,123	13,208	57,740	22,265
9	Malappuram	15,834	192,714	63,058	17,379	79,724	25,526	16,905	58,244	20,497
10	Palakkad	13,575	44,481	15,431	12,681	55,576	19,677	11,913	47,245	16,792
11	Pathanamthipta	4,420	21,780	7,997	5,117	14,271	5,717	4,019	10,344	4,077
12	Thiruvananthapuram	17,928	57,699	22,674	18,525	53,016	20,739	16,863	49,958	17,465
13	Thrissur	14,213	45,299	16,579	14,850	51,016	18,778	14,043	43,238	16,662
14	Wayanad	4,720	18,344	6,588	5,740	24,984	10,310	3,749	13,922	4,576
Total		**154,943**	**682,741**	**237,282**	**160,407**	**665,126**	**237,211**	**145,463**	**577,621**	**193,756**

INCREASE IN ROAD ACCIDENTS AND FATALITIES

914. SHRI BENNY BEHANAN:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

(a) whether the number of road accidents and fatalities has increased during the last three years and the current year and if so, the details thereof, State-wise;

(b) the major causes identified for such accidents; and

(c) the measures taken by the Government to reduce road accident fatalities and achieve the target under the National Road Safety Policy?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Government publishes report on “Road Accidents in India” based on data received from States/ UTs. Based on the data available with the Government, the State-wise details of total number of road accidents and fatalities on all categories of roads in the country, during the year 2022 to 2025 is given in the enclosed **Statement-I.**

(b) As per the data, road accidents are multi-causal phenomenon and are the result of interplay of various factors. These can broadly be categorized into (i) human error, (ii) road condition/environment and (iii) vehicular condition.

(c) Government has formulated a multi-pronged strategy to address the issue of road safety based on 4E's i.e. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives

have been taken for road safety in the country as detailed in the enclosed **Statement-II.**

STATEMENT-I

State-wise number of Road Accidents and Fatalities in India									
S. No.	States/UTs	2022		2023		2024		2025**	
		Accidents	Fatalities	Accidents	Fatalities	Accidents	Fatalities	Accidents	Fatalities
1	Andhra Pradesh	21,249	8,293	19,949	8,137	19557	8346	18411	8327
2	Arunachal Pradesh	227	148	287	145	277	168	103	83
3	Assam	7,023	2,994	7,421	3,296	7848	3351	16026	3907
4	Bihar	10,801	8,898	11,014	8,873	11610	9347	12684	10397
5	Chhattisgarh	13,279	5,834	13,468	6,166	14857	6945	13543	6464
6	Goa	3,011	271	2,846	290	2682	286	2376	273
7	Gujarat	15,751	7,618	16,349	7,854	15588	7717	18300	8402
8	Haryana	10,429	4,915	10,463	4,968	9806	4689	15137	5168
9	Himachal Pradesh	2,597	1,032	2,253	889	2156	869	1929	802
10	Jharkhand	5,175	3,898	5,315	4,173	5196	4114	5967	4817
11	Karnataka	39,762	11,702	43,440	12,321	43062	12390	43126	12146
12	Kerala	43,910	4,317	48,091	4,080	48834	3880	52631	3933
13	Madhya Pradesh	54,432	13,427	55,327	13,798	56669	14791	52125	14842
14	Maharashtra	33,383	15,224	35,243	15,366	36118	15715	33871	16756
15	Manipur	508	127	398	73	299	72	345	103
16	Meghalaya	246	162	223	168	269	197	223	149
17	Mizoram	133	113	106	96	118	110	71	51
18	Nagaland	489	73	303	86	129	62	88	29
19	Odisha	11,663	5,467	11,992	5,739	12375	6142	10708	6355
20	Punjab	6,138	4,756	6,269	4,829	6063	4759	4254	3062
21	Rajasthan	23,614	11,104	24,694	11,762	24838	11790	33577	12483

22	Sikkim	211	92	182	57	149	67	141	72
23	Tamil Nadu	64,105	17,884	67,213	18,347	67526	18449	71387	18505
24	Telangana	21,619	7,559	22,903	7,660	25986	7949	26684	7566
25	Tripura	575	241	577	261	578	226	477	224
26	Uttarakhand	1,674	1,042	1,691	1,054	1747	1090	1929	1286
27	Uttar Pradesh	41,746	22,595	44,534	23,652	46052	24118	49671	27550
28	West Bengal*	13,686	6,002	13,795	6,027	13702	6676	13786	6667
29	Andaman & Nicobar Islands	141	19	143	24	135	29	181	25
30	Chandigarh	237	83	182	67	169	75	377	77
31	Dadra & Nagar Haveli and Daman and Diu	196	90	182	74	152	95	149	103
32	Delhi	5,652	1,461	5,834	1,457	5657	1551	5990	1463
33	J & K	6,092	805	6,298	893	5808	831	5317	983
34	Ladakh	374	62	289	59	264	61	287	71
35	Lakshadweep	3	2	1	0	0	0	3	0
36	Puducherry	1,181	181	1,308	149	1431	218	1689	241
Total (All India)		461312	168491	480583	172890	487707	177175	513563	183382

Note: *Data of West Bengal for the Year 2024 is the eDAR Data as on 05.01.2026.
** Data for the year 2025 are taken from eDAR portal as of 22.07.2026.

STATEMENT-II

Details of various initiatives taken by the Government in Ministry of Road Transport and Highways for road safety:

(1) Education:

i. Administers a scheme for setting up of Institutes of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) at State/district level across the Country. Recently revised scheme guidelines have been issued, incorporating enhanced financial

assistance and streamlined eligibility criteria for establishing Driving Training Institutes. Additionally, incentives have been introduced for setting up Automated Testing Stations (ATS) in conjunction with Driving Training Institutes (DTIs) under the Training-Testing Cluster approach.

ii. Administers Road Safety Advocacy Scheme for raising awareness about road safety and for administering road safety programs.

iii. Observance of National Road Safety Month every year for spreading awareness and strengthening road safety.

(2) Engineering:

2.1. Road engineering:

i. Road Safety Audit (RSA) of all National Highways (NHs) has been made mandatory through third party auditors/ experts at all stages i.e. design, construction, operation and maintenance etc.

ii. High priority is accorded to identification and rectification of black spots /accident spots on NHs.

iii. Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies to look after RSA and other road safety related works.

iv. Administers the electronic Detailed Accident Report (e-DAR) Project to establish a central repository for reporting, management and analysis of road accidents data across the Country.

v. Issued guidelines for the provision of signages on Expressways and National Highways to offer improved visibility and intuitive guidance to the drivers.

vi. Provisions have been made in the Motor Vehicles Act, 1988 for failure to comply with standards for the road design, construction and maintenance, as prescribed by the Central Government from time to time.

2.2 Vehicle engineering: Various initiatives were undertaken to make vehicles safer, including the following:-

i. Mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.

ii. Prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40kmph.

iii. Mandatory provisions for fitment of following listed safety technologies:

For M1 category vehicles:

a. Seat Belt Reminder (SBR) for driver and co-driver.
b. Manual Override for central locking system
c. Over speed warning system.

For all M and N category vehicles:

a. Reverse Parking Alert System

iv. Mandated Anti-Lock Braking System (ABS) for certain classes of L [Motor vehicle with less than four wheels and includes a Quadricycle], M [Motor vehicles with at least four wheels used for carrying passengers] and N

[Motor vehicles with at least four wheels used for carrying goods which may also carry persons in addition to goods, subject to conditions stipulated in BIS standards] categories.

v. Mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.

vi. Published the rules for recognition, regulation and control of Automated Testing Stations, which define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSs. The rules have been further amended on 31.10.2022 and 14.03.2024.

vii. Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out old, unfit and polluting vehicles.

viii. Formulated a Scheme to set up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system.

ix. Published rules regarding the Bharat New Car Assessment Program (BNCAP) to introduce the concept of safety rating of passenger cars and empower consumers to take informed decisions.

x. Published rules regarding prescribed level playing field in the area of manufacturing of buses by Original Equipment Manufacturers (OEMs) and Bus Body Builders.

xi. Mandated vehicles, manufactured on or after 1st October, 2025, shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category.

xii. Published rules for revision of standards for Safety Belt, Restraint Systems and Safety Belt Reminder to provide provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems, in Motor vehicles of category M,N and L7 w.e.f. 01st April, 2025. Further, the vehicles of category M1, manufactured on and after the 1st April 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.

xiii. Published rules for Active safety features in Medium and Heavy Duty vehicles, which provide for Braking System including Anti-lock Braking, Endurance Braking System for M2, M3, N1, N2, N3 and Quadricycle (effective for new models from 1st January, 2027 and for existing models from 1st October, 2027), and Advanced Driver Assistance Systems (ADAS) including Vehicle Stability Function (VSF), Lane Departure Warning System (LDWS), Driver Drowsiness and Attention Warning Systems, Blind Spot Information Systems and Moving off Information Systems for M2, M3, N2 and N3 categories of vehicles (effective for new models from 1st October, 2027 and for existing models from 1st January, 2028).

xiv. Published rule for Acoustic Vehicle Alerting System (AVAS) meeting AIS-173 audibility standards has been mandated for electric vehicles. The requirement applies to new vehicle models manufactured on or after 1st October 2026 and existing vehicle models manufactured on or after 1st October 2027. Since electric vehicles operate almost silently at low speeds, AVAS generates an audible warning sound to alert pedestrians, cyclists, and especially visually impaired persons of an approaching vehicle, thereby enhancing road safety.

(3) Enforcement:

i. The Motor Vehicles (Amendment) Act, 2019 as stands implemented provides for strict penalties for ensuring compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology. Traffic management and enforcement is essentially in the domain of State Governments/UT Administrations. While Central Government formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the purview of State Governments/UT Administrations.

ii. Issued rules for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices on high risk & high density corridors on National Highways, State Highways and critical junctions cities having a population of more than one million in the country and cities under National Clean Air Programme (NCAP).

iii. The Central Government, vide Notification dated 20.01.2026, has amended Rules 167 and 167A of the Central Motor Vehicles Rules, 1989 to establish a transparent, technology-driven and time-bound e-Challan framework for issuance, payment and redressal of traffic challans. The amendments also provide for online challenge of challans, automated notifications and stronger enforcement measures to improve compliance and road safety.

iv. Government has notified the National Road Safety Board Rules, 2025 and in accordance with the provisions of the said Rules, the National Road Safety Board has been constituted and notified vide S.O. 3505(E) dated 29.06.2026.

v. The Central Government has formulated the Guidelines on Constitution and Utilization of the State Road Safety Fund (SRSF) and Funding to District Road Safety Committees (DRSCs) 2025 to ensure sustained financing and accountable implementation of road safety measures through the establishment of a non-lapsable State Road Safety Fund and by empowering District Road Safety Committees to undertake targeted road safety interventions at the grassroots level.

vi. On 10th June, 2024, the Government has issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with Motor Vehicle Act, 1988.

vii. The Government has issued guidelines under the ‘Programme for Accelerated Renewal and Incentivization of Vehicle Assets for Reducing

Transport Air Pollution and Network Emissions (PARIVARTAN Scheme)' on 14.07.2026 to accelerate the replacement of old, polluting vehicles with cleaner and safer alternatives. The scheme promotes vehicle scrapping and adoption of environmentally friendly vehicles, contributing to improved road safety, reduced emissions, and sustainable mobility.

(4) Emergency care:

i. Revised the scheme guidelines (named as Rah-Veer) for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or non-medical care or assistance at the scene of an accident to the victim or transports such victim to the hospital. As per the scheme, the reward for Rah-Veer has been increased to Rs. 25,000/- from Rs. 5,000/-.

ii. Enhanced compensation of victims of Hit and Run motor accidents (from Rs. 12,500 to Rs. 50,000 for grievous hurt and from Rs. 25,000 to Rs.2,00,000 for death).

iii. The National Highways Authority of India has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridors of National Highways.

iv. Government has notified the 'Prime Minister – Road Accident Victims' Hospitalisation and Assured Treatment (PM-Rahat) Scheme' (Cashless Treatment of Road Accident Victims Scheme, 2025) on 5th May 2025. Subsequently, detailed operational guidelines, including the process flow, stakeholder-wise Standard Operating Procedures (SOPs), and clearly defined

roles and responsibilities, were notified on 4th June 2025 to facilitate its effective implementation.

नासिक में सड़क की जर्जर स्थिति

915. श्री भाऊसाहेब राजाराम वाकचौरे:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को शिरडी, शनि शिंगणापुर और नासिक को जोड़ने वाली सड़कों की जर्जर स्थिति के बारे में जानकारी है और क्या उसने नासिक कुंभ मेला 2027 को ध्यान में रखते हुए कोई सुधारात्मक कदम उठाया है;

(ख) क्या पढेगांव से शनि शिंगणापुर और खड़का फाटा से खामगांव तक सड़क निर्माण का कोई प्रस्ताव विचाराधीन है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या गोदावरी नदी पर प्रमुख तीर्थस्थलों को जोड़ने वाले बहेरवाड़ी-खाला किमरी पुल के निर्माण को प्राथमिकता दी जाएगी और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या केंद्रीय सड़क निधि (सीआरएफ) के अंतर्गत इन परियोजनाओं को तत्काल स्वीकृति दी जाएगी और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) क्या कुंभ मेले से पहले इन कार्यों को पूरा करने के लिए कोई विशेष समय-सीमा वाली योजना तैयार की गई है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (ङ) आगामी नासिक कुंभ मेला, 2027 को ध्यान में रखते हुए, सरकार ने शिरडी, शनि शिंगणापुर और नासिक को जोड़ने वाले विभिन्न राष्ट्रीय राजमार्गों (एनएच) के विकास के लिए 8500 करोड़ रुपये की लागत वाली 16 परियोजनाओं को मंजूरी दी है। ये परियोजनाएं कार्यान्वयन के विभिन्न चरणों में हैं।

जहां तक पढेगांव से शनि शिंगणापुर, खड़का फाटा से खामगांव और गोदावरी नदी पर बहेरवाड़ी-खाला किमरी पुल की बात है, ये परियोजनाएं जिला सड़कों पर आती हैं, जिनका विकास और रखरखाव महाराष्ट्र राज्य सरकार की जिम्मेदारी है। केन्द्रीय सरकार की भूमिका केन्द्रीय सड़क और अवसंरचना कोष (सीआरआईएफ) के तहत परियोजनाओं को स्वीकृति देने और कार्यान्वयन के लिए दिशानिर्देशों के अनुसार राज्य/ संघ राज्य क्षेत्र की सड़कों के विकास के लिए, राज्य सरकारों/संघ राज्य क्षेत्रों द्वारा प्राथमिकता वाली परियोजनाओं की सूची को मंजूरी देने तक सीमित है। राज्य/संघ राज्य क्षेत्र सरकार द्वारा प्राथमिकता वाली और प्रस्तुत परियोजनाओं की ऐसी सूची की जांच की जाती है और उसे राज्य/संघ राज्य क्षेत्रों की उपार्जित राशि और पहले से स्वीकृत कार्यों की बकाया प्रतिबद्ध देनदारियों अर्थात् सीआरआईएफ के तहत बैंक ऑफ सैंक्शन (बीओएस) के साथ अनुमोदित किया जाता है। अभी तक, सीआरआईएफ के तहत राज्य सरकार द्वारा उपरोक्त सड़कों के विकास के लिए ऐसे किसी भी प्रस्ताव की सिफारिश नहीं की गई है।

PROCESSING CAPACITY CREATED UNDER CENTRAL SCHEME

916. ADV. PRIYA SAROJ:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) the total agricultural production and the estimated quantity of agricultural produce processed during the last five years, year-wise and commodity-wise, particularly for Uttar Pradesh;

(b) the details of the processing capacity created under Central schemes during the said period along with the gap between growth in agricultural production and expansion of processing and cold-chain capacity and the

reasons therefor as recorded in the reviews conducted by the Ministry, year-wise, commodity-wise and district-wise particularly for Uttar Pradesh;

(c) the details of the estimated post-harvest losses during the last five years, along with the number of complaints received regarding lack of cold storage, food parks and logistics infrastructure, year-wise, commodity-wise and district-wise particularly for Uttar Pradesh;

(d) the findings of monitoring reports regarding utilisation of funds under Central food processing schemes, including details of delayed, incomplete or non-operational projects; and

(e) the measures proposed to reduce wastage of agricultural produce and to ensure that Central schemes result in actual value addition and higher income for farmers?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) The details of the total agricultural production during the last five years, commodity wise for the state of Uttar Pradesh is given in the enclosed **Statement.** To assess the value addition in various agricultural commodities, the Ministry of Food Processing Industries (MoFPI) has conducted study to determine the level of processing, titled *"Study on Assessment of the Level of Food Processing in India"* in 2026 through CRISIL. The available studies on level of processing are periodic in nature and do not provide neither State-wise nor year-wise estimates. The details of

the extent of processing for the various category/commodities covered in the study are as below:

Level of Processing in India (%)					
Category / Commodity	**FY11**	**FY16**	**FY19 (E)**	**FY23**	**FY25(E)**
Paddy	69.70%	85.20%	92.30%	76.00%	77.00%
Wheat	55.30%	70.10%	78.00%	78.00%	79.00%
Maize & Millets	20.00%	28.30%	29.40%	82.00%	84.00%
Cereals (Overall)	**51.10%**	**63.70%**	**68.80%**	**78.00%**	**79.00%**
Gram	29.30%	59.60%	80.40%	65.00%	69.00%
Red Gram	31.60%	51.30%	51.70%	71.00%	71.00%
Other Pulses	40.50%	58.10%	53.80%	76.00%	75.00%
Pulses (Overall)	**34.00%**	**57.40%**	**61.80%**	**69.00%**	**71.00%**
Groundnut	8.10%	17.50%	42.70%	78.00%	81.00%
Rapeseed and Mustard	56.50%	36.00%	32.50%	77.00%	79.00%
Other Oilseeds	87.90%	79.90%	61.50%	78.00%	80.00%
Oilseeds (Overall)	**60.10%**	**49.60%**	**49.80%**	**78.00%**	**80.00%**
Fruits	1.60%	2.90%	4.50%	17.00%	19.00%
Potatoes & Onion	1.10%	2.00%	3.20%	19.00%	22.00%
Other Vegetables	2.70%	2.40%	2.40%	8.00%	10.00%
F&V (Overall)	**1.90%**	**2.50%**	**3.30%**	**16.00%**	**18.00%**
Milk	17.20%	20.10%	21.10%	58.00%	60.00%
Eggs & Poultry	3.50%	7.40%	11.60%	18.00%	20.00%
Meat	18.60%	22.70%	34.20%	41.00%	46.00%
Fish	2.80%	8.30%	15.40%	23.00%	26.00%

Tea *	—	89%	—	93%	93%
Coffee *	—	57%	—	97%	97%
Spices	—	—	—	59%	61%
Sugarcane	69%	84%	84%	87%	87%

Source: Study on Assessment of the Level of Food Processing in India"- 2026 by CRISIL

(b) MoFPI implements Central Sector umbrella scheme – Pradhan Mantri Kisan Sampada Yojana (PMKSY) since 2017-18 across the country. Under the various component schemes of PMKSY, MoFPI provides financial support in the form of grants-in-aid/ subsidy for setting up of food processing projects thereby creating both processing and preservation infrastructure facilities including cold chain infrastructure across the country including the state of Uttar Pradesh. The schemes are demand-driven and proposals are invited by floating Expression of Interest from time to time based on availability of funds. As on 30th June, 2026, the total processing and preservation capacity created under PMKSY of the completed projects is 294.21 lakh metric ton per annum.

Further, MoFPI is implementing the PLISFPI for the period FY 2021-22 to FY 2026-27 with an approved outlay of ₹10,900 crore, to support the creation of global food manufacturing champions, commensurate with India's natural resource endowment, and to support Indian brands of food products in international markets. As on date, around 35 lakh metric tonnes per annum of processing and preservation capacity has been created under the PLI scheme.

There may be some possibility of gap existing between growth in production and expansion of processing level probably because of less than

optimal investment in particular infrastructure, nascent stages of supply chain development in some cases, etc. To address the above issues and for holistic end-to-end development of food processing sector, the MoFPI implements PMKSY, Centrally sponsored "PM Formalization of Micro Food Processing Enterprises (PMFME) Scheme" and PLISFPI. However, the data on gap between growth in production and expansion of processing and cold-chain capacity, year-wise, commodity-wise and district-wise for Uttar Pradesh are not available with MoFPI. MoFPI, is therefore, not in a position to provide the reasons behind any such gap.

(c) The MoFPI estimates post-harvest losses from time to time for various agri-products in the country through commissioning of studies based on primary surveys. The available studies on post-harvest losses are periodic in nature and do not provide year-wise estimates. As per the latest study conducted by NABARD Consultancy Service Pvt. Ltd (NABCONS) in 2022 with reference year 2020-22, the estimated percentage loss of the crops covered in the state of Uttar Pradesh is as below:

Post Harvest Losses of crops covered in Uttar Pradesh (%)	
Crop	**Overall Total Loss**
Bajra	4.11
Black gram	6.11
Bottlegourd	6.43
Egg	6.06
Green Pea	6.34

Inland fish	4.99
Maize	5.77
Meat	2.80
Milk	1.12
Mushroom	2.74
Muskmelon	7.25
Mustard	5.97
Paddy	4.00
Potato	5.82
Poultry Meat	7.24
Sugarcane	6.91
Wheat	6.36

The schemes of the MoFPI are demand-driven wherein proposals are invited from eligible entities through Expression of Interest (EoI) issued from time to time, subject to the availability of funds. Under the scheme, funds are not allocated State-wise. Ministry, therefore, does not receive complaints in a structured or centralized manner in regard to lack of cold storage, food parks, or logistics infrastructure, year-wise, commodity-wise, or district-wise for any state. However, the demand for such infrastructure is reflected through proposals submitted by the stakeholders for various schemes of the Ministry.

(d) Prior to the release of Grant-in-Aid (GIA), joint inspections of the project units are conducted by representatives of MoFPI and the Programme Management Agency (PMA), along with other stakeholders such as bankers, Agricultural & Processed Food Products Export Development Authority (APEDA) officials, etc. These inspections are aimed at verifying that the project

is being implemented in accordance with the scheme guidelines and that the physical progress is commensurate with the financial progress. The inspection reports also assess the utilization of funds, including expenditure incurred from promoter's equity, term loan, and grant in aid is released.

The findings of monitoring reports indicate that, while a majority of projects are progressing satisfactorily, instances of delays, incomplete implementation, or projects becoming non-operational are observed in some cases. These are generally attributable to factors such as delays in financial closure, land-related issues, statutory approvals, or other implementation challenges. The Ministry takes appropriate action based on these reports, including withholding further release of GIA, seeking clarifications, or initiating corrective measures, in accordance with the provisions of the respective scheme guidelines.

(e) The Government has taken several measures to reduce wastage of agricultural produce and to ensure that Central schemes lead to value addition and higher farmer income. These include support for development of post-harvest and processing infrastructure such as cold chain, storage, transportation, and food processing units under various schemes of the MoFPI. Assistance is also provided for promotion of micro food processing enterprises, strengthening farmer-processor linkages, adoption of better processing and preservation technologies, and improvement in market access. These efforts aim to minimize post-harvest losses, enhance value addition, and improve farmers' income through better price realization.

STATEMENT

Crop-wise Production in Uttar Pradesh					
					Production in Lakh Tonnes
Crop	**2021-22**	**2022-23**	**2023-24**	**2024-25**	**2025-26***
Rice	152.72	161.43	159.90	207.59	198.05
Wheat	339.50	336.10	353.40	356.53	358.77
Maize	16.21	19.52	26.68	19.61	30.50
Barley	5.01	5.92	4.72	4.90	6.15
Jowar	2.70	3.15	4.62	4.35	5.22
Bajra	19.51	20.46	21.95	18.92	23.11
Small Millets	0.05	0.08	0.42	0.28	0.33
Shree Anna /Nutri Cereals	22.26	23.69	27.00	23.55	28.66
Nutri/Coarse Cereals	43.47	49.13	58.40	48.06	65.31
Tur	3.55	3.64	3.95	1.15	2.67
Gram	8.18	8.98	7.86	8.08	9.44
Urad	2.92	2.82	5.02	3.37	3.29
Moong	0.54	0.66	0.69	2.10	2.18
Lentil	4.66	5.17	5.77	6.25	7.32
Other Pulses	6.35	7.16	7.85	5.36	6.08
Groundnut	1.03	1.14	1.48	4.96	4.62
Sesamum	0.71	0.84	1.19	1.22	2.16
Soybean	0.09	0.11	0.18	0.31	0.55
Sunflower	0.05	0.03	0.03	0.02	0.02
Rapeseed & Mustard	10.33	16.20	19.16	24.09	26.54
Linseed	0.17	0.35	0.29	0.26	0.51
Safflower	0.00	--	--	--	--
Sugarcane	1791.67	2242.46	2158.11	2208.01	2296.99
Cotton#	0.09	0.07	0.09	0.40	0.36

Tobacco	1.23	0.93	1.28	1.40	--
Sannhemp##	0.03	0.07	0.07	0.03	--
Guarseed	0.01	0.01	0.01	-	--
***Data for the year 2025-26 is of 3nd Advance Estimates**					
# Cotton Production in Lakh Bales, 1Bale=170 Kg					
## Sannhemp Production in Lakh Bales, 1Bale=180 Kg					

Source: Ministry of Agriculture &
Farmers' Welfare

EXPANSION OF UDAN SCHEME IN KERALA

917. SHRI RAJMOHAN UNNITHAN:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) whether the Government has reviewed the implementation of the UDAN Scheme in Kerala to improve regional air connectivity and if so, the details thereof;

(b) the number of routes sanctioned, operationalised and discontinued under the UDAN Scheme in Kerala during the last three years;

(c) whether any proposals have been received from the State Government of Kerala for inclusion of additional destinations under future phases of the UDAN Scheme and if so, the details thereof; and

(d) the steps taken to improve affordable air connectivity and passenger services in underserved regions?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a) to (d) Under the Regional Connectivity Scheme (RCS)-UDAN, one airport in Keralam, namely Kannur, has been identified for operationalisation of RCS flight services to enhance regional air connectivity. A total of 20 routes have been operationalised under RCS-UDAN scheme in Keralam out of which, 12 routes are currently operational.

As next phase of UDAN scheme, the Government has launched the Modified UDAN Scheme on 04.07.2026 to further enhance regional air connectivity across the country, including Kerala, targeting 120 new unserved and underserved destinations and facilitating air travel for 4 crore passengers over the next 10 years. The Scheme envisages a Challenge Mode framework for the development of airports nominated by States.

The UDAN Scheme promotes affordable air travel by providing financial incentives to selected airline operators (SAOs) through concessions extended by the Central Government, State Governments, Union Territories, and airport operators to reduce operational costs, along with Viability Gap Funding (VGF) for the operation of RCS routes. Further, selected airline operators are required to provide around 50% of the seats as RCS seats, with the applicable airfare capped for seats supported through VGF.

COLLATERAL FREE CREDIT TO MSEs

918. SHRI G. SELVAM:
SHRI C. N. ANNADURAI:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be please d to state:

(a) whether the Credit Guarantee Scheme (CGS) implemented through the Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) has facilitated collateral-free credit to Micro and Small Enterprises (MSEs) and if so, the details thereof;

(b) the number of MSEs in Tamil Nadu that have received credit guarantees under the scheme since 2022, along with the amount sanctioned, district-wise and sector-wise;

(c) whether first-generation entrepreneurs, women-led enterprises and units in backward districts of Tamil Nadu have been able to access the benefit of the scheme adequately and if so, the assessment by the Government thereof;

(d) whether any complaints regarding delays, high processing charges or reluctance of banks to extend collateral-free loans have been received from MSEs in Tamil Nadu and if so, the details thereof; and

(e) the corrective measures taken to improve credit flow and enhance awareness of the CGTMSE scheme among MSMEs in Tamil Nadu?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (c) The Ministry of Micro, Small and Medium Enterprise (MSME) implements Credit Guarantee Scheme (CGS) for Micro Small Enterprises (MSEs) through Credit Guarantee Fund Trust for Micro and Small Enterprises

(CGTMSE) to provide credit guarantees for the credit facilities extended to MSEs, including first-generation entrepreneurs, women-led enterprises, and units located in backward districts, without collateral security or third-party guarantees, across the Country, including in Tamil Nadu.

Since its inception in 2000 until 30.06.2026, a total of 10.84 lakh credit guarantees amounting to Rs. 1.08 lakh crore have been extended to MSEs in Tamil Nadu, including first-generation entrepreneurs, women-led enterprises, and units located in backward districts.

District-wise and sector-wise details of guarantees extended to MSEs in Tamil Nadu since FY 2021-22 to FY 2025-26 under the CGS are given in **Statement-I** and **II**, respectively.

(d) and (e) The details of the measures taken by the Government to improve credit flow and enhance awareness of the CGTMSE scheme among MSEs are given below:

i. The guarantee ceiling for the loan extended under CGS was enhanced from Rs. 5 crore to Rs. 10 crore w.e.f 01.04.2025.

ii. Annual Guarantee Fees (AGF) structure revised with 50% reduction in standard rate to as low as 0.37% per annum.

iii. Enhanced extent of guarantee for MSEs led by special category including women led MSEs.

iv. As per Reserve Bank of India's Master Direction - Lending to Micro, Small & Medium Enterprises (MSME) Sector dated 09.02.2026, all Scheduled

Commercial Banks are mandated not to accept collateral security in the case of loans up to Rs.20 lakh extended to units in the MSE sector.

v. To promote credit flow to MSEs in Identified Credit Deficient Districts (ICDD) as per RBI, CGTMSE offers 10% discount on the AGF and extend an additional 5% guarantee coverage.

vi. To provide enhanced guarantee coverage for credit facilities extended by Member Lending Institutions (MLIs) to the MSEs engaged in Manufacturing Sector situated in the State of Tamil Nadu, a special guarantee scheme “Tamil Nadu Credit Guarantee Scheme (TNCGS)” in collaboration with Government of Tamil Nadu is being implemented.

vii. The performance of banks under the CGTMSE Scheme and the overall flow of credit to the MSME sector are reviewed periodically in the State Level Bankers' Committee (SLBC) meetings.

viii. Ministry of MSME, through its field offices, regularly organizes outreach programmes in coordination with MSME/ Industry Departments of States/UTs concerned and other stakeholders like CGTMSE, SIDBI, SLBC, Banks, MSME Associations etc., to create awareness of the Scheme.

STATEMENT-I

CGTMSE - Tamil Nadu - Guarantees approved											
		FY 2021-22		FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
Sr. No.	District	No. of guarantees approved	Amount approved (Rs. crore)	No. of guarantees approved	Amount approved (Rs. crore)	No. of guarantees approved	Amount approved (Rs. crore)	No. of guarantees approved	Amount approved (Rs. crore)	No. of guarantees approved	Amount approved (Rs. crore)
1	Ariyalur	366	9	979	112	709	99	540	53	779	87
2	Chengalpattu	0	0	0	0	0	0	490	100	1,049	166
3	Chennai	7,132	1,269	10,051	2,083	20,559	4,396	34,063	7,661	25,711	9,617
4	Coimbatore	4,063	547	5,047	819	9,836	1,515	16,286	2,200	14,365	3,428
5	Cuddalore	1,236	60	1,353	95	2,773	228	4,626	306	4,302	448
6	Dharmapuri	578	29	1,446	104	2,102	216	2,511	226	2,153	295
7	Dindigul	860	59	1,035	93	1,900	218	2,698	261	2,966	440
8	Erode	1,423	136	2,041	244	3,331	442	6,253	626	5,173	977
9	Kallakurichi	0	0	0	0	0	0	0	0	403	25
10	Kancheepuram	2,369	222	3,382	378	7,408	889	14,366	1,351	10,500	2,054
11	Kanniyakumari	1,581	46	2,134	96	3,178	197	4,328	226	3,191	324
12	Karur	600	49	770	88	1,424	177	2,273	221	2,192	316
13	Krishnagiri	1,136	105	1,689	221	2,987	392	4,302	500	4,121	759
14	Madurai	1,586	125	3,215	267	4,198	564	5,599	687	6,246	996
15	Mayiladuthurai	0	0	0	0	0	0	0	0	221	23
16	Nagapattinam	756	28	1,257	54	2,253	118	2,646	136	2,496	186
17	Namakkal	1,219	109	1,427	166	2,451	327	3,983	406	3,537	539
18	Perambalur	182	15	302	33	476	74	573	66	949	119
19	Pudukkottai	532	26	784	50	1,683	139	2,136	156	2,487	243
20	Ramanathapuram	638	27	611	43	1,543	92	1,485	99	2,044	125

21	Ranipet	0	0	0	0	0	0	0	0	214	31
22	Salem	2,259	175	3,095	336	5,188	681	8,357	752	6,310	1,055
23	Sivaganga	753	35	1,074	60	1,538	135	1,934	166	2,446	242
24	Tenkasi	0	0	0	0	0	0	0	0	351	30
25	Thanjavur	1,322	49	1,750	98	2,782	311	5,393	301	3,994	449
26	The Nilgiris	397	13	349	21	612	49	818	93	925	123
27	Theni	584	32	625	48	1,217	123	1,759	137	1,651	240
28	Thiruvallur	1,776	200	2,292	312	6,301	708	15,658	1,280	8,190	1,816
29	Thiruvarur	549	19	376	25	940	58	1,817	94	1,176	124
30	Thoothukkudi	673	46	1,377	82	2,645	200	3,102	275	3,144	391
31	Tiruchirappalli	1,515	98	1,709	178	3,532	433	5,902	537	5,017	772
32	Tirunelveli	1,797	87	2,519	152	4,252	329	5,654	378	6,132	619
33	Tirupathur	0	0	0	0	0	0	0	0	181	22
34	Tiruppur	1,405	240	2,032	360	3,927	802	3,355	703	3,624	1,098
35	Tiruvannamalai	1,392	53	1,879	105	2,966	269	3,958	316	3,924	437
36	Vellore	1,940	110	2,447	162	3,550	342	5,257	494	4,906	616
37	Viluppuram	1,209	50	1,248	97	2,927	244	4,412	306	3,062	354
38	Virudhunagar	1,069	66	1,588	133	2,627	294	3,283	333	3,672	484
Total		**44,897**	**4,134**	**61,883**	**7,114**	**1,13,815**	**15,061**	**1,79,817**	**21,447**	**1,53,804**	**30,072**

STATEMENT-II

CGTMSE- Guarantees approved- Tamil Nadu- Sector-wise				
	Micro		**Small**	
	No. of guarantees approved	**Amount approved (Rs. Crore)**	**No. of guarantees approved**	**Amount approved (Rs. Crore)**
FY 2021-22	31,796	1,770	13,101	2,364
FY 2022-23	46,771	3,467	15,112	3,647
FY 2023-24	93,280	9,194	20,535	5,867
FY 2024-25	1,55,962	13,559	23,855	7,888
FY 2025-26	1,29,984	19,546	23,820	10,525

COAL ALLOCATION FOR THERMAL POWER PROJECTS

919. SHRI G. KUMAR NAIK:

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

(a) the details of all proposals received from State utilities and power procurement agencies for coal allocation to thermal power projects tied to long-term Power Purchase Agreements (PPAs) since 2024, project-wise;

(b) the details of coal linkages approved pursuant to such proposals along with the name of the generating company, project capacity, State and annual coal quantity allocated;

(c) the total quantity of coal allocated to each private sector power producer under such approvals since 2024;

(d) whether any additional coal allocation has been approved for expansion of capacity or exercise of options under existing tenders and if so, the details thereof; and

(e) whether the Government maintains data on the market share of different private power producers in thermal power capacity supported by coal linkages 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 (d) The details of proposals received from State utilities and power procurement agencies for coal allocation to thermal power projects tied to long-term Power Purchase Agreement (PPAs) since 2024 under erstwhile

Shakti Policy, 2017 and Revised Shakti Policy, 2025 including details of quantities allocated to each private sector Independent Power Producers (IPPs) and coal allocation approved for expansion of capacity is given in the enclosed **Statement.**

(e) As on 31.03.2026, Coal India Limited (CIL) has long-term Fuel Supply Agreements (FSAs) of 617.7 Million Tonnes (MT) under various schemes/policies, of which 174.6 MT is with Private Sector Power Plants (IPPs) and 443.1 MT with Central & State Sector Power Plants. As such, the ratio of Private Sector (IPPs) to Central & State Sector Power Plants is 28:72.

As on 31.03.2026, Singareni Collieries Company Limited (SCCL) has long-term Fuel Supply Agreements (FSAs) of 83.08 Million Tonnes (MT) under various schemes/policies, of which entire 83.08 MT is with Central & State Sector Power Plants. As such, the ratio of Private Sector (IPPs) to Central & State Sector Power Plants is 0:100.

STATEMENT

Details of proposals received from State utilities and power procurement agencies for coal allocation to thermal power projects tied to long-term Power Purchase Agreement (PPAs) since 2024:

Sl. No	Proposals received from State	Thermal Power projects (State Utilities & Power Procurement Agencies)	Sector	Capacity for which coal linkage granted (MW)	Coal linkage allocated/ earmarked (MMTPA)	SLC (LT) Approval date	Provision under which Linkage granted	Remarks
1	Punjab	Goindwal Sahib TPP[&] (PSPCL*)	State	540	2.2	01.03.2024	Para B(i) of Erstwhile SHAKTI Policy, 2017	-
2	Maharashtra	Chandrapur TPS[$] Unit-10 (MAHAGENCO**)	State	140	0.56	16.08.2024	Para B(i) of Erstwhile SHAKTI Policy, 2017	Now capacity revised from 660 MW to 800 MW. State GENCO expansion unit

Sl. No	Proposals received from State	Thermal Power projects (State Utilities & Power Procurement Agencies)	Sector	Capacity for which coal linkage granted (MW)	Coal linkage allocated/ earmarked (MMTPA)	SLC (LT) Approval date	Provision under which Linkage granted	Remarks
3	Gujarat	Gandhinagar TPS U#6 (GSECL[#])	State	800	3.3	16.08.2024	Para B(i) of Erstwhile SHAKTI Policy, 2017	-
4	Gujarat	Sikka TPS U#5 (GSECL[#])	State	800	3.3	16.08.2024	Para B(i) of Erstwhile SHAKTI Policy, 2017	-
5	Gujarat	Ukai TPS U#8 (GSECL[#])	State	800	3.3	16.08.2024	Para B(i) of Erstwhile SHAKTI Policy, 2017	-
6	Tamil Nadu	Udangudi TPS St-I (TANGEDCO[@])	State	660	3.4	16.08.2024	Para B(i) of Erstwhile SHAKTI Policy, 2017	Grant of linkage for 50% capacity as the unit is designed for 50%

Sl. No	Proposals received from State	Thermal Power projects (State Utilities & Power Procurement Agencies)	Sector	Capacity for which coal linkage granted (MW)	Coal linkage allocated/ earmarked (MMTPA)	SLC (LT) Approval date	Provision under which Linkage granted	Remarks
								domestic and 50% imported coal.
7	Tamil Nadu	Ennore SEZ (TANGEDCO[@])	State	660	3.4	16.08.2024	Para B(i) of Erstwhile SHAKTI Policy, 2017	Grant of linkage for 50% capacity as the unit is designed for 50% domestic and 50% imported coal.
8	Kerala	TBCB[+] is under progress. TPP[&] yet to be identified	-	500	2.69	22.08.2024	Para B(iv) of Erstwhile SHAKTI Policy, 2017	-

Sl. No	Proposals received from State	Thermal Power projects (State Utilities & Power Procurement Agencies)	Sector	Capacity for which coal linkage granted (MW)	Coal linkage allocated/ earmarked (MMTPA)	SLC (LT) Approval date	Provision under which Linkage granted	Remarks
9	Uttar Pradesh	Mirjapur TPP[&] (Adani Power Limited)	Private(IPPs)	1,600	5.72	13.02.2024	Para B(iv) of Erstwhile SHAKTI Policy, 2017	-
10	West Bengal	Salboni TPP[&] (JSW Energy Limited,)	Private(IPPs)	1,600	8.21	11.06.2024/ 26.06.2024	Para B(iv) of Erstwhile SHAKTI Policy, 2017	-
11	West Bengal	Salboni TPP[&] (JSW Energy Limited,)	Private(IPPs)	1,600	7.87	11.06.2024/ 26.06.2024	Para B(iv) of Erstwhile SHAKTI Policy, 2017	-
12	Maharashtra	Raipur TPP[&]	Private(IP	1,600	8.19	01.03.20	Para B(iv) of Erstwhile	-

Sl. No	Proposals received from State	Thermal Power projects (State Utilities & Power Procurement Agencies)	Sector	Capacity for which coal linkage granted (MW)	Coal linkage allocated/ earmarked (MMTPA)	SLC (LT) Approval date	Provision under which Linkage granted	Remarks
		(Adani Power Ltd.)	Ps)			24/ 04.03.2024	SHAKTI Policy, 2017	
13	Maharashtra	Adani Power Limited	Private(IPPs)	1,600	8.16	11.03.2025/ 13.03.2025	Para B(iv) of Erstwhile SHAKTI Policy, 2017	Plant name not yet finalized

14	Madhya Pradesh	• Anuppur Ph-II (MP) -800 MW (Hindustan Thermal projects Ltd.) • Newzone TPP (MP) - 1600 MW (Torrent Power Ltd.) • Anuppur (MP)- 800 MW (Adani Power Ltd.)	Private(IPPs)	4,100	20.16	27.11.2024	Para B(iv) of Erstwhile SHAKTI Policy, 2017	-
15	Bihar	Pirpainti TPP[&] (Adani Power Ltd.)	Private(IPPs)	2,400	10.43	11.02.2025	Para B(iv) of Erstwhile SHAKTI Policy, 2017	-
16	Karnataka	• OPG Power Generation Ltd.(150 MW) • Baradhara TPP (DB power) (125 MW) • Kamalanga TPP (GMR Energy) (100 MW)	Private(IPPs)	2,000	10.26	11.06.2024/ 26.06.2024	Para B(iv) of Erstwhile SHAKTI Policy, 2017	-
17	Assam	Baradhara TPP (DB power) -125 MW	Private(IPPs)	500	2.55	11.06.2024/ 26.06.2024	Para B(iv) of Erstwhile SHAKTI Policy, 2017	Utilized only for 125 MW

18	Rajasthan	TBCB[+] is under progress. TPP yet to be identified	-	3,299	16.89	01.03.2024/ 04.03.2024	Para B(iv) of Erstwhile SHAKTI Policy, 2017	-
19	West Bengal	TBCB[+] is under progress. TPP[&] yet to be identified	-	800	3.1	11.06.2024/ 26.06.2024	Para B(iv) of Erstwhile SHAKTI Policy, 2017	-
20	Uttar Pradesh	TBCB[+] is under progress. TPP[&] yet to be identified	-	4,000	20.88	11.06.2024/ 26.06.2024	Para B(iv) of Erstwhile SHAKTI Policy, 2017	-
21	Uttarakhand	TBCB[+] is under progress. TPP[&] yet to be identified	-	1,320	6.72	11.03.2025/ 13.03.2025	Para B(iv) of Erstwhile SHAKTI Policy, 2017	-
22	Gujarat	TBCB[+] is under progress. TPP[&] yet to be identified	-	4,000	20.38	29.07.2025	Para 2 (II) (A) (ii) (b) of Window I of Revised SHAKTI Policy, 2025	-
23	Tamil Nadu	TBCB[+] is under progress. TPP[&] yet to be identified	-	660	3.4	29.07.2025	Para 2 (II) (A) (ii) (b) of Window I of Revised	TBCB[+] is under progress for

							SHAKTI Policy, 2025	developing the stranded brownfield Ennore TPS[$] Expansion (1X660 MW) project through PPP route.
24	West Bengal	TBCB[+] is under progress. TPP[&] yet to be identified	-	1,600	7.32	04.12.2025	Para 2 (II) (A) (ii) (b) of Window I of Revised SHAKTI Policy, 2025	-
25	Assam	Chapar Ultra-Supercritical Thermal Power Project (Adani Power Limited)	Private(IPPs)	3,200	15.83	29.07.2025	Para 2 (II) (A) (ii) (b) of Window I of Revised SHAKTI Policy, 2025	-
26	Madhya Pradesh	Anuppur TPP[&] (800 MW) (Adani Power Ltd.)	Private(IPPs)	1,000	4.83	29.07.2025	Para 2 (II) (A) (ii) (b) of Window I of Revised SHAKTI Policy, 2025	-
27	Haryana	Rajiv Gandhi TPP[&] at Hisar (HPGCL[<])	State	800	3.14	04.12.2025	Para 2 (II) (A) (ii) (a) of Window I of Revised	State GENCO expansion unit

							SHAKTI Policy, 2025	
28	Chhattisgarh	Marwa TPP[&] (2x500 MW) (CSPGCL)	State	1,000	0.4	16.03.2026	Para 2 (II) (A) (ii) (a) of Window I of Revised SHAKTI Policy, 2025	Coal linkage granted only for the balance capacity as the plant is linked to coal block
29	Madhya Pradesh	Satpura TPS[$] Unit 13 (1 x 660 MW) (MPPGCL)	State	660	2.9	17.06.2026	Para 2 (II) (A) (ii) (a) of Window I of Revised SHAKTI Policy, 2025	State GENCO expansion unit
30	Gujarat	Proposed power plant of Torrent Power Limited (800 MW)	Private(IPPs)	724	3.2	17.06.2026	Para 2 (II) (A) (ii) (c) of Window I of Revised SHAKTI Policy, 2025	IPP Expansion unit
31	Madhya Pradesh	-					Para 2 (II) (A) (ii) (b) of Window I of Revised SHAKTI Policy, 2025	Proposal for 2800 MW coal linkage under consideration
32	Andhra Pradesh	-					Para 2 (II) (A) (ii) (b) of Window I of Revised SHAKTI Policy, 2025	Proposal for 1600 MW coal linkage is under consideration

33	Haryana	Panipat TPS[&] (HPGCL)	State	-	Proposal for 800 MW coal linkage is under consideration

Legend:

** - Punjab State Power Corporation Limited (PSPCL).*

*** - Maharashtra State Power Generation Company Limited (MSPGCL)*

 # - Gujarat State Electricity Corporation Limited (GSECL)

@ - Tamil Nadu Generation and Distribution Corporation Limited. (TANGEDCO)

< - Haryana Power Generation Corporation Limited (HPGCL)

& - Thermal Power Plant (TPP)

$ - Thermal Power Station (TPS)

+ - Tariff Based Competitive Bidding (TBCB)

NATIONAL PROJECT STATUS TO MAJOR IRRIGATION PROJECTS

920. DR. MALLU RAVI:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has reviewed the criteria and mechanism for according National Project status to major irrigation projects across the country and if so, the details thereof;

(b) the number of proposals for according National Project status pending before the Government along with the present stage of examination of each such proposal;

(c) whether the Government has received any proposal from the State Government of Telangana for according National Project status to the Palamuru–Rangareddy Lift Irrigation Scheme and if so, the details thereof along with the present status of its Detailed Project Report (DPR) appraisal; and

(d) whether the Government proposes to expedite the appraisal of eligible irrigation projects to improve drought mitigation, drinking water security and irrigation potential and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) The criteria and mechanism for according National Project status to major irrigation projects are specified in the guidelines for PMKSY-AIBP and National Projects. The National Project status is mainly accorded to the projects of national importance, involving inter-State or international water

issues, or create/restore significant irrigation potential. The updated guidelines are available at https://pmksy.mowr.gov.in/aibp-mis/Manual/Guidelines_PMKSY_AIBP_National_Projects_%202022.pdf.

No project is presently under consideration of Government of India for declaration as a National Project.

(c) The Detailed Project Report (DPR) of the Palamuru–Rangareddy Lift Irrigation Scheme has been received by Central Water Commission under this Ministry. The DPR of the project has been returned by CWC to the state of Telangana with a request for holistic planning for achieving the intended benefits of the whole Palamuru–Rangareddy Lift Irrigation Scheme project.

(d) The appraisal of the Major and Medium Irrigation projects is carried out as per the CWC guidelines for Submission, appraisal and acceptance of Irrigation and Multipurpose Projects, 2017.

माननीय अध्यक्ष : सदन की कार्यवाही आज बारह बजे तक के लिए स्थगित की जाती है।

11.02 hrs

The Lok Sabha then adjourned till Twelve of the Clock.

———

12.00 hrs

The Lok Sabha re-assembled at Twelve of the Clock.

(Shri Dilip Saikia *in the Chair*)

... (*Interruptions*)

12.01 hrs

At this stage, Shri A. Raja, Shri Kishori Lal, Sushri Mahua Moitra and some other hon. Members came and stood on the floor near the Table.

... (*Interruptions*)

माननीय सभापति : माननीय पार्लियामेंट्री अफेयर्स मिनिस्टर श्री किरेन रिजिजू जी।

12.02 hrs

MOTION RE: 17TH REPORT OF BUSINESS ADVISORY COMMITTEE

THE MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF MINORITY AFFAIRS (SHRI KIREN RIJIJU): Sir, I rise to move :--

"That this House do agree with the Seventeenth Report of the Business Advisory Committee presented to the House on 22nd July, 2026."

माननीय सभापति: प्रश्न यह है:

"कि यह सभा 22 जुलाई, 2026 को सभा में प्रस्तुत कार्य मंत्रणा समिति के सत्रहवें प्रतिवेदन से सहमत है।"

प्रस्ताव स्वीकृत हुआ।

———

माननीय सभापति : माननीय मंत्री जी।

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरेन रिजिजू) : सभापति महोदय, हमने कल भी अपील की थी और मैं आज फिर से आपके माध्यम से सदन से अपील करना चाहता हूं। कांग्रेस पार्टी के नेताओं और बाकी विपक्ष के साथियों से हमने पर्सनल लेवल पर बातचीत की है। हमने उनको अमांत्रित किया है कि आपका सुझाव क्या है, वह आप हमें पर्सनली मिलकर बता सकते हैं।... (व्यवधान)

लोक सभा स्पीकर साहब के माध्यम से भी चर्चा की है कि नीट पेपर लीक को लेकर इस सदन में और राज्य सभा में जिस प्रकार से विपक्ष चाहता है, जिस तारीख को चाहता है, चर्चा के लिए जितना समय चाहिए, हमने आश्वासन दिया है कि सरकार चर्चा के लिए तैयार है । ... (व्यवधान)

महोदय, आज सुबह आदरणीय प्रधानमंत्री जी ने भी देश के सामने बहुत अच्छा संदेश दिया है कि नीट पेपर लीक को लेकर जो भी दोषी पाए गए हैं, उनको कड़ी सजा देने के लिए फास्ट ट्रैक कोर्ट भी बनाने का आदेश दिया गया है। ... (व्यवधान) इसके साथ ही यह भी कहा है कि देश के युवाओं और देश के छात्रों के भविष्य के साथ कोई भी खिलवाड़ बर्दाश्त नहीं किया जाएगा। हमारे युवाओं का भविष्य अच्छा हो, इसके लिए चर्चा होनी जरूरी है। हम विपक्ष से फिर से हाथ जोड़कर अनुरोध करना चाहते हैं कि आप तय कीजिए कि चर्चा कब शुरू करनी है। ... (व्यवधान) हम तैयार हैं, लेकिन आप कंडीशन लगाकर बहाना मत बनाइए। अगर आप कंडीशन लगाते हैं और एक्सक्यूज देते हैं, तो इसका मतलब सब समझ जाते हैं कि आप चर्चा से भागना चाहते हैं। हम चाहते हैं कि जितनी लंबी चर्चा हो, आप जितना बोलना चाहते हैं, एक दिन या दो दिन चर्चा चाहते हैं, तो देश भर के जितने राज्यों में आज तक पेपर लीक हुए हैं, सबके ऊपर चर्चा हो जाए। सरकार ने क्या कदम उठाए हैं, यह भी पूरे देश के सामने हम बताना चाहते हैं। इसके लिए हम आपसे अनुरोध करना चाहते हैं। ... (व्यवधान)

आज एनडीए के सभी साथियों ने प्रदर्शन किया और मांग की कि तुरंत नीट पेपर लीक पर

चर्चा हो। यह सरकार या किसी पार्टी का विषय नहीं है। आज तक जितने राज्यों में पेपर लीक हुए हैं, किसी भी एग्जाम के पेपर लीक हुए हैं, उन सब पर चर्चा होनी अत्यंत आवश्यक है। ... (व्यवधान) हम इसमें राजनीति न करें। हम युवाओं और छात्रों के लिए एकजुट हो जाएं। लोक सभा में जितनी जल्दी चर्चा हो, यह देश के लिए अच्छा है। मैं फिर से अनुरोध करना चाहता हूं कि बिना विलंब के हम नीट पेपर लीक पर चर्चा शुरू करें। ... (व्यवधान)

माननीय सभापति : माननीय सदस्यगण, इस सदन में आपका जो विषय है या छात्र और युवाओं के साथ जुड़े हुए विषय पर सरकार भी चर्चा करना चाहती है। इसमें कोई दो राय नहीं है।

... (व्यवधान)

माननीय सभापति : आप भी साथ हैं और सरकार भी साथ है, लेकिन आप कोई प्रीकंडीशन लगाकर, बार-बार स्टीकर, पोस्टर, बैनर लाकर सदन की कार्यवाही बाधित कर रहे हैं। यह उचित नहीं है।

... (व्यवधान)

माननीय सभापति : माननीय सदस्यगण, माननीय अध्यक्ष जी को कई माननीय सदस्यों के द्वारा कुछ विषयों पर स्थगन प्रस्ताव की सूचनाएं प्राप्त हुई हैं। माननीय अध्यक्ष जी ने स्थगन प्रस्ताव की किसी भी सूचना के लिए अनुमति प्रदान नहीं की है।

... (व्यवधान)

माननीय सभापति : आप अपनी सीट्स पर जाकर बैठिए।

... (व्यवधान)

12.05 hrs

PAPERS LAID ON THE TABLE

माननीय सभापति : अब पत्र सभा पटल पर रखे जाएंगे।

आइटम नंबर 2 – श्री अजय टम्टा जी।

… (व्यवधान)

सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री (श्री अजय टम्टा) : महोदय, मैं भारतीय राष्ट्रीय राजमार्ग प्राधिकरण अधिनियम, 1988 की धारा 37 के अंतर्गत भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (भर्ती, वरिष्ठता और पदोन्नति) (संशोधन) विनियम, 2026, जो दिनांक 4 मई, 2026 के भारत के राजपत्र में अधिसूचना संख्या फा.सं. प्रशा.-11012/59/2025 (ई-293027) में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूं।

[Placed in Library, See No. LT 7037/18/26]

12.06 hrs

MESSAGE FROM RAJYA SABHA

SECRETARY GENERAL: Sir, I have to report the following message received from the Secretary General of Rajya Sabha:-

"I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Tuesday, the 21st July, 2026, adopted the following Motion regarding filling up of the casual vacancies in the Joint Committee on the Constitution (One Hundred and Twenty-Ninth Amendment) Bill, 2024 and the Union Territories Laws (Amendment) Bill, 2024:-

MOTION

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do appoint two Members of Rajya Sabha to the Joint Committee on the Constitution (One Hundred and Twenty-Ninth Amendment) Bill, 2024 and the Union Territories Laws (Amendment)

Bill, 2024 in the vacancies caused by the retirement of Shri Saket Gokhale and Shri Bhubaneswar Kalita from the membership of the Rajya Sabha and communicate to the Lok Sabha the names of the Members so appointed by the Rajya Sabha to the Joint Committee and resolves that Shri Manmohan Samal and Shrimati Sagarika Ghose be appointed to the said Joint Committee to fill the vacancies."

———

… (*Interruptions*)

12.06½ hrs

PUBLIC ACCOUNTS COMMITTEE

48th to 51st Reports

SHRI BALASHOWRY VALLABHANENI (MACHILIPATNAM): Sir, I rise to present the following Reports (Hindi and English versions) of the Public Accounts Committee (2026-27):-

(1) Forty-eighth Report of the Public Accounts Committee (2026-27) on the subject, 'Delay in production of electronically upgraded 155mm/45 Calibre Gun System DHANUSH'.

(2) Forty-ninth Report of the Public Accounts Committee (2026-27) on the subject, 'Loss of Rs. 62.10 crore on Replacement of defective ammunition to Army by Ordnance Factory, Badmal'.

(3) Fiftieth Report of the Public Accounts Committee (2026-27) on the subject 'Management of Defence Offsets'.

(4) Fifty-first Report of the Public Accounts Committee (2026-27) on the subject, 'Non-Compliance in timely submission of Action Taken Notes on non-selected audit paragraphs and excess expenditure'.

———

… (*Interruptions*)

12.07 hrs

COMMITTEE ON ABSENCE OF MEMBERS FROM THE SITTINGS OF THE HOUSE

3rd Report

SHRI BIPLAB KUMAR DEB (TRIPURA WEST): Sir, I rise to present the Third Report (Hindi and English versions) of the Committee on Absence of Members from the Sittings of the House.

———

… (*Interruptions*)

12.07½ hrs

STANDING COMMITTEE ON FINANCE

36th Report

SHRI BHARTRUHARI MAHTAB (CUTTACK): Hon. Chairperson, I rise to present the Thirty-sixth Report (Hindi and English versions) of the Standing Committee on Finance on the Bill 'The Securities Markets Code, 2025'.

———

… (*Interruptions*)

12.08 hrs

STANDING COMMITTEE ON CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION

15th and 16th Reports

SHRIMATI KANIMOZHI KARUNANIDHI (THOOTHUKKUDI): Sir, I rise to present the following Reports (Hindi and English versions) of the Standing Committee on Consumer Affairs, Food and Public Distribution (2025-2026):-

(1) Fifteenth Report of the Standing Committee on Consumer Affairs, Food and Public Distribution (2025-2026) on the subject 'Regulation of Packaged Commodities with specific Reference to Sugar Content in Baby products and other Food Products' pertaining to the Ministry of Consumer Affairs, Food and Public Distribution (Department of Consumer Affairs).

(2) Sixteenth Report of the Standing Committee on Consumer Affairs, Food and Public Distribution (2025-2026) on the subject 'Modernisation of Public Distribution System: Strengthening Technical Data base' pertaining to the Ministry of Consumer Affairs, Food and Public Distribution (Department of Food and Public Distribution).

———————

माननीय सभापति : माननीय सदस्यगण, कृपया आप सब लोग सदन को चलाने में सहयोग दें। आपके जो मुद्दे हैं, छात्रों और युवाओं का जो विषय है, सरकार सदन में इसकी भरपूर चर्चा कराने के लिए तैयार है।

… (व्यवधान)

माननीय सभापति : कृपया आप सब लोग अपने-अपने आसन पर जाकर बैठिये।

… (व्यवधान)

HON. CHAIRPERSON: Please go back to your seats. Please be seated.

… (*Interruptions*)

माननीय सभापति : अगर आप छात्रों और युवाओं के हक के बारे में चर्चा करना चाहते हैं, तो सदन पहले चलने तो दीजिए। यदि सदन नहीं चलेगा तो चर्चा कैसे होगी?

… (व्यवधान)

माननीय सभापति : सदन चलाने के लिए कृपया आप अपनी-अपनी सीट पर जाकर बैठिये और सदन को बार-बार बाधित मत कीजिए।

… (व्यवधान)

माननीय सभापति : अगर आप सदन चलाना चाहते हैं तो सदन को चलाने के लिए आप सब लोग सहयोग करें। यह उचित नहीं है।

… (व्यवधान)

माननीय सभापति : आप एक तरफ छात्रों और युवाओं के हक बारे में बात करते हैं एवं दूसरी तरफ सदन चलने नहीं देते हैं। यह उचित नहीं है। आप प्लीज अपनी-अपनी सीट्स पर जाकर बैठिये।

… (व्यवधान)

माननीय सभापति : आप जिस हिसाब से सदन में चर्चा चाहते हैं, माननीय पार्लियामेंट्री अफेयर्स मिनिस्टर ने क्लियर-कट बताया है कि सरकार सदन में चर्चा कराने के लिए तैयार है।

… (व्यवधान)

माननीय सभापति : यह व्यवहार हमारी संसदीय परंपरा के प्रतिकूल है। यह ठीक नहीं है।

… (व्यवधान)

माननीय सभापति : आप अगर सदन को ऐसे बाधित करेंगे, तो यह परम्परा सही नहीं है। आप सदन चलाना नहीं चाहते हैं, सदन को चलने नहीं दे रहे हैं, यह तरीका ठीक नहीं है।

… (व्यवधान)

माननीय सभापति : सभा की कार्यवाही दो बजे तक के लिए स्थगित की जाती है।

… (व्यवधान)

12.09 hrs

The Lok Sabha then adjourned till Fourteen of the Clock.

———

14.00 hrs

The Lok Sabha re-assembled at Fourteen of the Clock.

(Shri Dilip Saikia *in the Chair*)

... (*Interruptions*)

14.01 hrs

At this stage, Shri A. Raja, Shri Benny Behanan, Sushri Mahua Moitra and some other hon. Members came and stood on the floor near the Table.

... (*Interruptions*)

माननीय सभापति : माननीय सदस्यगण, नियम 377 एक महत्वपूर्ण मुद्दा है।

… (व्यवधान)

माननीय सभापति : आप सभी से मेरा फिर से निवेदन है कि कृपया अपने आसन पर जाकर बैठिए। नियम 377 सदन का एक महत्वपूर्ण विषय है।

… (व्यवधान)

माननीय सभापति : नियम 377 के मामले को चलाने के लिए आप सब लोग सहयोग करें। आदरणीय सांसदों के नियम 377 के तहत अपने संसदीय क्षेत्र के, प्रदेश के और देश के महत्वपूर्ण मुद्दे होते हैं, जिन्हें उठाने का मौका आज उनको मिला है।

… (व्यवधान)

माननीय सभापति : कृपया आप सभी लोग अपने आसन पर जाकर बैठिए। सदन को बार-बार बाधित करने का आपका यह प्रयास ठीक नहीं है। आप सभी लोग सदन को चलाने में मदद कीजिए।

… (व्यवधान)

माननीय सभापति : कृपया आप सभी लोग बैठिए। आपके विषयों पर भी चर्चा होगी। माननीय पार्लियामेंट्री अफेयर्स मिनिस्टर ने विषय को रखा है।

… (व्यवधान)

माननीय सभापति : कृपया सदन को चलने दीजिए। आप सभी लोग कृपा करके बैठिए।

… (व्यवधान)

माननीय सभापति : आप नियम 377 के विषय को चलने दीजिए। आज जिन माननीय सांसदों को नियम 377 के तहत मुद्दे को उठाने की अनुमति मिली है, कृपया उनको आज उस विषय को उठाने में आप सभी लोग सहयोग कीजिए।

… (व्यवधान)

माननीय सभापति : सदन सभी सांसदगण का है। यह मुद्दा पक्ष और प्रतिपक्ष दोनों का है। प्लीज आप सभी लोग बैठ जाइए।

… (व्यवधान)

माननीय सभापति : क्या आप लोग सदन नहीं चलाना चाहते हैं?

… (व्यवधान)

14.04 hrs

MATTERS UNDER RULE 377*

माननीय सभापति : माननीय सदस्यगण, आज जिन सदस्यों को नियम 377 के अधीन मामलों को उठाने की अनुमति दी गई है, वे 20 मिनट के भीतर मामले के पाठ को व्यक्तिगत रूप से सभा पटल पर रख दें।

(i) Need to expedite operationalisation of RoBs at Dhabhora, Miranpur Katra and Kasrak railway crossings in Shahjahanpur, Uttar Pradesh

श्री अरुण कुमार सागर (शाहजहाँपुर) : मेरे संसदीय क्षेत्र शाहजहांपुर (उत्तर प्रदेश) के अंतर्गत ढभोरा रेलवे क्रॉसिंग TLH (334B), मीरानपुर कटरा रेलवे क्रॉसिंग (341C) तथा कसरक रेलवे क्रॉसिंग (342 Spl) पर रेलवे ओवर ब्रिज (ROB) का निर्माण कार्य काफी समय पूर्व प्रारम्भ किया गया था। ये तीनों स्थान अत्यंत महत्वपूर्ण हाईवे मार्गों पर स्थित हैं, जिनसे प्रतिदिन बड़ी संख्या में स्थानीय नागरिकों, व्यापारियों, विद्यार्थियों, किसानों तथा आवश्यक सेवाओं के वाहन गुजरते हैं। उक्त तीनों ROB के अधिकांश निर्माण कार्य पूर्ण हो चुके हैं, परन्तु रेलवे लाइन के ऊपर बनने वाले हिस्से में गर्डर आदि का कार्य अभी तक पूरा नहीं हो पाया है, जिसके कारण ये पुल लंबे समय से अधूरे पड़े हुए हैं और आम जनता को इनका लाभ नहीं मिल पा रहा है। इन ROB के अधूरे रहने के कारण क्षेत्र के लोगों को अपने गंतव्य तक पहुँचने के लिए लगभग 8 से 10 किलोमीटर तक अतिरिक्त दूरी तय कर वैकल्पिक मार्ग से जाना पड़ता है। इससे न केवल आम जनता को अत्यधिक असुविधा होती है, बल्कि समय और ईंधन की भी अनावश्यक हानि हो रही है। साथ ही आपातकालीन सेवाओं जैसे एम्बुलेंस, फायर ब्रिगेड आदि को भी आवागमन में कठिनाई का सामना करना पड़ रहा है। अतः निवेदन है कि जनहित को दृष्टिगत रखते हुए ढभोरा रेलवे क्रॉसिंग TLH (334B), मीरानपुर कटरा रेलवे क्रॉसिंग (341C) तथा कसरक रेलवे क्रॉसिंग (342 Spl) पर

* Treated as laid on the Table.

निर्माणाधीन रेलवे ओवर ब्रिज (ROB) के शेष कार्यों को प्राथमिकता के आधार पर शीघ्र पूर्ण कराकर इन पुलों को तत्काल चालू कराने हेतु संबंधित अधिकारियों को आवश्यक निर्देश प्रदान करने की कृपा करें, ताकि क्षेत्र की जनता को आवागमन में हो रही कठिनाइयों से राहत मिल सके।

(ii) Need to introduce Environmental Science (EVS) as an independent discipline in Government colleges and create regular teaching posts

श्री अरूण गोविल (मेरठ) : माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में Mission LiFE, स्वच्छ भारत अभियान, नमामि गंगे, जल जीवन मिशन, अन्य पर्यावरण संरक्षण अभियानों के माध्यम से पर्यावरण संरक्षण को राष्ट्रीय प्राथमिकता दी जा रही है। इन प्रयासों को और प्रभावी बनाने के लिए उच्च शिक्षा में Environmental Science (EVS) विषय का विस्तार आवश्यक है। AISHE के अनुसार देश में लगभग 49 हजार से अधिक संबद्ध महाविद्यालय हैं, किन्तु अधिकांश सरकारी महाविद्यालयों में (EVS) स्नातक एवं स्नातकोत्तर स्तर पर स्वतंत्र विषय के रूप में उपलब्ध नहीं है तथा इस विषय के विशेषज्ञ शिक्षकों के नियमित पद सीमित हैं। उपलब्ध सार्वजनिक जानकारी से प्रतीत होता है कि मध्य प्रदेश जैसे बड़े राज्य में भी (EVS) विषय और विशेषज्ञ फैकल्टी की उपलब्धता अपेक्षाकृत कम है। ऐसी स्थिति अन्य राज्यों में भी कम या अधिक रूप में देखने को मिलती है। सरकार से अनुरोध है कि Mission LiFE तथा विकसित भारत के संकल्प को और सशक्त बनाने हेतु सभी सरकारी महाविद्यालयों में (EVS) विषय चरणबद्ध रूप से प्रारंभ किया जाए, इसके स्वतंत्र विभाग स्थापित किए जाएँ तथा Assistant Professor, Associate Professor एवं Professor के पर्याप्त नियमित पद सृजित कर भर्ती सुनिश्चित की जाए, जिससे विद्यार्थियों और योग्य शिक्षकों को बेहतर अवसर प्राप्त हो सकें।

(iii) Need to establish a regional office of National Horticulture Board in Khandwa, Madhya Pradesh

श्री ज्ञानेश्वर पाटील (खण्डवा) : मैं अपने संसदीय क्षेत्र खंडवा के किसानों की महत्वपूर्ण समस्या की ओर सरकार का ध्यान आकर्षित करना चाहता हूँ। खंडवा जो निमाड़ अंचल में आता है, वहाँ

के किसान बागवानी की ओर तेजी से अग्रसर हो रहे हैं। वर्तमान में 'नेशनल हॉर्टिकल्चर बोर्ड' का प्रादेशिक कार्यालय भोपाल में स्थित है और इसका मुख्य-कार्यालय गुरुग्राम में है। हॉर्टिकल्चर बोर्ड की विभिन्न योजनाओं और ऋण सुविधाओं का लाभ उठाने के लिए मेरे क्षेत्र के किसानों को बार-बार भोपाल की लंबी दूरी तय करनी पड़ती है। पूर्व निमाड़ से भोपाल की दूरी लगभग 270 किमी है और खंडवा से गुरुग्राम की दूरी 800 किमी से भी अधिक है। इस अत्यधिक दूरी और यात्रा के व्यय के कारण हमारे क्षेत्र के छोटे, लघु और सीमांत किसान इन सरकारी योजनाओं का लाभ लेने से वंचित रह जाते हैं। इसके विपरीत अन्य क्षेत्र में किसान इन सुविधाओं का भरपूर लाभ उठा रहे हैं। निमाड़ क्षेत्र के किसानों की सुविधा उनके आर्थिक विकास और बागवानी को बढ़ावा देने के लिए खंडवा में 'नेशनल हॉर्टिकल्चर बोर्ड' का एक क्षेत्रीय कार्यालय खोला जाना अत्यंत आवश्यक है। अतः मैं केंद्रीय कृषि मंत्री महोदय से विनम्र आग्रह करता हूँ कि खंडवा में एनएचबी का कार्यालय स्थापित करने की कृपा करें।

(iv) Need to recognize the aboriginals of Santhal Parganas as Scheduled Tribes

DR. NISHIKANT DUBEY (GODDA): I want to place a piece of great historical record – a book titled: “The Little World of an Indian District Officer”, written by R. Carstairs and published by Macmillan & Co., “London in 1912”. In this book there is a detailed, historical record of the fact that the Santhal Parganas was created and named in 1855, and thus was the youngest of the Bengal districts. The writer provides a wonderful account and description of the Ghatwals (guardians of the passes) and the Khetowrie (Khetauri) and how at the time of the Permanent settlement in 1790, every part of the territory was occupied. This details that at the time of the Permanent Settlement, there was NOT a single Sonthal in the entire area. “Bhunyas, Khetowries, Hindoos,

Mahomedans, Highlanders – yes, but Sonthals, no". It is a fact that when these findings were recorded and when the book in question was published, the dispensation of Scheduled Castes and Tribes did not exist in the context of what it means administratively today. Thus the aborigines of the region are the ones who are deprived of their rightful status and claim to be recognized as Scheduled Tribes.

(v) Need for decentralized Bio-CNG units at Pilgrimage hubs under SATAT to extract green energy from Floral Waste

SHRIMATI APARAJITA SARANGI (BHUBANESWAR): I draw the attention of the Ministry of New and Renewable Energy to an urgent ecological challenge and green energy opportunity: temple floral waste. India generates over 3,00,000 metric tonnes of floral waste annually. Due to religious sentiments, these sacred offerings are routinely cast into rivers rather than landfills, dumping toxic chemical pesticides that choke aquatic life. However, floral biomass is an exceptional substrate for anaerobic digestion, yielding over 57% pure methane. Converting this waste into compressed biogas presents a massive opportunity. Therefore, I urge the Government to launch a dedicated framework under the Sustainable Alternative Towards Affordable Transportation (SATAT) initiative to deploy decentralized bio-CNG units at major pilgrimage hubs. This turn from 'Pooja' to 'Urja' will protect our rivers while driving sustainable rural energy.

(vi) Need for early construction of underpasses/Flyovers at Pokraha and Jod on the Ranchi-Varanasi Greenfield corridor (NH-39) in Palamu Parliamentary Constituency, Jharkhand

श्री विष्णु दयाल राम (पलामू) : NHAI के द्वारा भारतमाला परियोजना के अंतर्गत रांची–वाराणसी फोरलेन कॉरिडोर (NH-39) का निर्माण कराया जा रहा है । पलामू संसदीय क्षेत्र के सेक्शन–3 (भोगू–शंखा) में निर्मित डालटनगंज फोरलेन बाईपास सड़क ने पोखराहा के समीप डालटनगंज–पांकी एवं जोड़ के समीप बैरिया–पाटन पथ निर्माण विभाग की मुख्य सड़कों को क्रॉस किया है, परंतु इन दोनों महत्वपूर्ण स्थानों पर Vehicle Under Pass (VUP)/फ्लाईओवर का निर्माण नहीं किया गया है । इसके कारण आमजन को आवागमन में भारी कठिनाइयों का सामना करना पड़ रहा है तथा प्रतिदिन सड़क दुर्घटनाएँ हो रही हैं, जिनमें कई लोगों की असामयिक मृत्यु भी हो चुकी है । इसी सेक्शन में जोरकट टोल प्लाजा प्रारंभ होने से स्थानीय जनता एवं जनप्रतिनिधियों में आक्रोश है और VUP/फ्लाईओवर निर्माण की मांग को लेकर लगातार आंदोलन हो रहे हैं । मेरे प्रयासों पर NHAI की तकनीकी टीम ने स्थल निरीक्षण कर दोनों स्थानों पर VUP/फ्लाईओवर निर्माण की आवश्यकता स्वीकार की, परंतु लगभग चार माह बाद भी प्रशासनिक स्वीकृति एवं निर्माण कार्य प्रारंभ नहीं हुआ । इस बीच बाईपास पर यातायात शुरू होने से दुर्घटनाओं का खतरा और बढ़ गया है । अतः जनहित एवं सड़क सुरक्षा को दृष्टिगत रखते हुए पोखराहा एवं जोड़ में VUP/फ्लाईओवर निर्माण की अविलंब स्वीकृति प्रदान कर शीघ्र निर्माण कार्य प्रारंभ कराया जाये ।

(vii) Need for comprehensive measures to expedite completion of WDC-PMKSY 2.0 projects in Anakapalli district, Andhra Pradesh

DR. C.M. RAMESH (ANAKAPALLE): The Watershed Development Component of Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) 2.0 sanctioned in Anakapalli district has significantly improved water conservation

and sustainable agriculture. However, several approved watershed works, including check dams, farm ponds and percolation tanks, remain incomplete, delaying benefits to farmers. Erratic rainfall, groundwater depletion and recurring drought conditions continue to affect agricultural productivity and rural livelihoods in the district. Timely completion of the remaining works is essential to improve irrigation, groundwater recharge and climate resilience. There is also a need to extend similar watershed interventions to other eligible rain-fed and drought-prone mandals of Anakapalli. I, therefore, urge the Government to expedite completion of all pending WDC–PMKSY 2.0 works, release any additional funds required, ensure effective monitoring of implementation and sanction new watershed projects to strengthen sustainable agriculture and enhance farmers' incomes in Anakapalli district.

(viii) Need to prepare a detailed project report for construction of a barrage on river Yamuna in Agra, Uttar Pradesh

SHRI RAJKUMAR CHAHAR (FATEHPUR SIKRI): Agra district is globally renowned for its historical, cultural, and tourism significance. However, the groundwater level in Agra and its surrounding areas has been continuously declining, adversely affecting the availability of drinking water and creating serious difficulties for farmers in meeting their irrigation needs. Excessive extraction of groundwater, coupled with inadequate flow in the Yamuna River, has raised concerns that the region may face an even more severe water crisis in the future. In these circumstances, it is essential to construct a barrage at a

suitable location on the upstream or downstream stretch of the Yamuna River in Agra. The proposed barrage would ensure year-round water storage, facilitate groundwater recharge, improve the declining groundwater table, and provide a sustainable source of water for drinking and irrigation purposes. In addition, it would help restore the ecological balance of the Yamuna River, contribute to the conservation of the Taj Mahal and other historical monuments, and promote tourism and the local economy. Therefore, the Central Government is requested to prepare a Detailed Project Report (DPR) for the construction of a barrage at an appropriate location on the Yamuna River in Agra and grant expeditious approval for this important project.

(ix) Need to expedite issuance of e-Shram Cards for unorganized workers in Maharajganj Parliamentary Constituency, Bihar

श्री जनार्दन सिंह सीग्रीवाल (महाराजगंज) : मेरा लोक सभा क्षेत्र महाराजगंज, बिहार राज्य के सारण प्रमंडल का एक बहुत ही पिछड़ा हुआ संसदीय क्षेत्र है। हमारे संसदीय क्षेत्र के जिला सारण (छपरा) और सिवान के बहुसंख्यक लोगों की जीविका का आधार, असंगठित मजदूरी, खेतिहर मजदूरी, छोटे-छोटे कारीगर, रेहड़ी-पटरी का व्यवसाय और श्रम है। हमारे संसदीय क्षेत्र में ऐसे श्रम करने वाले लोगों (श्रमिकों) की संख्या लगभग दो लाख से अधिक होगी। इतनी बड़ी संख्या में श्रमिकों के लिए ई-श्रम कार्ड (श्रमिक कार्ड) बनाने की गति बहुत ही धीमी है, जिसके कारण बहुत बड़ी संख्या में हमारे संसदीय क्षेत्र के श्रमिक, जिनका श्रम कार्ड नहीं बन पाया है, वे भारत सरकार के श्रम और रोजगार मंत्रालय द्वारा ई-श्रमिक कार्ड के माध्यम से मिलने वाली सामाजिक सुरक्षा और कल्याणकारी योजनाओं का लाभ लेने से वंचित रह जाते हैं। इसलिए अभी तक ई-श्रमिक कार्ड बनवाने से वंचित श्रमिकों का तेज गति से ई-श्रम कार्ड बनवाने हेतु तथा इसका लाभ दिलवाने हेतु मेरे संसदीय क्षेत्र के हर प्रखंड मुख्यालय में शिविर लगाकर ई-श्रमकार्ड बनवाना अति

आवश्यक है। अत: मेरा भारत सरकार के श्रम और रोजगार मंत्री जी से आग्रह है कि वे मेरे संसदीय क्षेत्र के श्रमिकों के लिए ई-श्रम कार्ड तीव्र गति से बनवाने हेतु मेरे संसदीय क्षेत्र के सभी प्रखंड मुख्यालयों पर शिविर का आयोजन करायें जिससे कि श्रमिकों को सामाजिक सुरक्षा और कल्याणकारी योजनाओं का लाभ मिल सके।

(x) Need for clarification on the O-Zone status of unauthorised colonies in North East Delhi Parliamentary Constituency

श्री मनोज तिवारी (उत्तर-पूर्व दिल्ली) : मैं सरकार का ध्यान अपने संसदीय क्षेत्र उत्तर-पूर्वी दिल्ली की श्रीराम कॉलोनी, सोनिया विहार, मिलन गार्डन, सभापुर गाँव, कौशलपुरी, अनुव्रत विहार, अम्बे एन्क्लेव, चौहान पट्टी, दिल्ली पुलिस अकादमी, सीआरपीएफ कैंप तथा बुराड़ी क्षेत्र की विभिन्न अनधिकृत कॉलोनियों के लाखों निवासियों की गंभीर समस्या की ओर आकर्षित करना चाहता हूँ। ये क्षेत्र यमुना के सुरक्षित तटबंधों के भीतर स्थित हैं और बाढ़ से प्रभावित नहीं होते। इसके बावजूद इन्हें 'ओ-ज़ोन' में शामिल किए जाने की आशंका से लोगों में भारी भय और असमंजस है। इससे एक लाख से अधिक परिवारों के घरों का भविष्य संकट में दिखाई दे रहा है तथा नियमितीकरण की प्रक्रिया भी प्रभावित हो रही है। अतः मैं माननीय शहरी विकास मंत्री से आग्रह करता हूँ कि इस विषय में तत्काल हस्तक्षेप कर स्थिति स्पष्ट करें तथा संबंधित एजेंसियों को आवश्यक निर्देश देकर नागरिकों की आशंकाओं का शीघ्र समाधान सुनिश्चित करें।

(xi) Need for approval of new Watershed Projects under PMKSY 2.0 (WDC) in Balaghat-Seoni districts in Madhya Pradesh

श्रीमती भारती पारधी (बालाघाट) : बालाघाट- सिवनी कृषि प्रधान जिले हैं, जहाँ अधिकांश किसान वर्षा पर निर्भर हैं। लगातार गिरते भू-जल स्तर, अनियमित वर्षा तथा सिंचाई के सीमित साधनों के कारण क्षेत्र में जल संकट गहराता जा रहा है। इसका सीधा असर खेती, पेयजल और किसानों की आय पर पड़ रहा है। क्षेत्र का बड़ा भाग आज भी एक-फसलीय है, जिससे किसानों की आर्थिक स्थिति कमजोर बनी हुई है। प्रधानमंत्री कृषि सिंचाई योजना 2.0 (WDC) जल संरक्षण,

भू-जल संवर्धन और सिंचाई क्षमता बढ़ाने की प्रभावी योजना है । लेकिन आवश्यकता होने के बावजूद बालाघाट–सिवनी को इस योजना के अंतर्गत नई वाटरशेड परियोजनाओं का लाभ नहीं मिल पाया है। साथ ही वर्ष 2013-14 में परसवाड़ा में संचालित वाटरशेड परियोजना बंद हो गई थी, जिसे पुनः प्रारंभ किया जाना भी आवश्यक है। अतः मैं माननीय कृषि एवं किसान कल्याण मंत्री जी से आग्रह करती हूँ कि PMKSY 2.0 (WDC) के अंतर्गत बालाघाट–सिवनी में नई वाटरशेड परियोजनाओं को शीघ्र स्वीकृति प्रदान की जाए तथा परसवाड़ा परियोजना को पुनः प्रारंभ किया जाए । इससे जल संरक्षण, सिंचाई, कृषि उत्पादन और किसानों की आय में उल्लेखनीय वृद्धि होगी।

(xii) Need to establish a Passport Office in Sakti District, Chhattisgarh

श्रीमती कमलेश जांगड़े (जांजगीर-चांपा) : मेरे लोकसभा क्षेत्र जांजगीर-चांपा के अंतर्गत आठ विधानसभा क्षेत्र और चार जिले आते हैं जिसमें एक नया जिला सक्ती बनाया गया है। इस नए बने जिला सक्ती में रहने वाले अधिकांश लोग आर्थिक रुप से काफी गरीब और संसाधन विहिन हैं। जिला सक्ती के साथ-साथ अन्य जिले बलौदाबाजार-भाटापारा, सारंगढ़-बिलाईगढ़ में कोई भी पासपोर्ट कार्यालय न होने के कारण यहां के लोगों को काफी परेशानियों का सामना करते हुए लम्बी यात्रा कर रायपुर या जांजगीर जाकर अपना पासपोर्ट बनवाना पड़ता है। साथ ही उक्त जिलों में रहने वाले लोगों के लिए पासपोर्ट कार्यालय बहुत दूर जांजगीर में होने के कारण लोग अपना पासपोर्ट नही बनवा पाते हैं। उक्त जिलों में रहने वाले लोगों की काफी लम्बे समय से मांग रही है कि उक्त जिलों में से किसी एक जिले में एक पासपोर्ट कार्यालय स्थापित किया जाए जिससे यहां के लोगों को अपना पासपोर्ट बनवाने में सुविधा हो सकें। अतः मेरी माननीय विदेश मंत्री जी से मांग है कि लोकसभा क्षेत्र जांजगीर-चांपा के अंतर्गत नए बनाए गए जिला सक्ती के डाकघर में स्थाई एक पासपोर्ट कार्यालय स्थापित किया जाए।

(xiii) Need to establish a SAI sub-centre in Khajuraho and a Khelo India Centre in Panna in Madhya Pradesh

श्री विष्णु दत्त शर्मा (खजुराहो) : मैं सरकार का ध्यान बुंदेलखंड के दो महत्वपूर्ण क्षेत्रों—खजुराहो (छतरपुर) और पन्ना में गंभीर रूप से उपेक्षित खेल अवसंरचना की ओर आकर्षित करना चाहता हूँ। खजुराहो से निकटतम SAI प्रशिक्षण केंद्र भोपाल/जबलपुर 250–370 किमी दूर है, जिससे नियमित वैज्ञानिक प्रशिक्षण लगभग असंभव हो जाता है। इसके बावजूद स्थानीय क्रिकेटर क्रांति गौड़ ने सीमित साधनों में राष्ट्रीय स्तर पर पहचान बनाई है। यह इस क्षेत्र की अपार क्षमता का स्पष्ट प्रमाण है। पन्ना जिले में बाल एवं युवा जनसंख्या का अनुपात अत्यधिक है और कबड्डी, हॉकी, एथलेटिक्स जैसे खेलों में असाधारण प्रतिभा उपलब्ध है, परंतु अब तक न तो यहाँ Khelo India Centre स्थापित हुआ है, न ही किसी राष्ट्रीय खेल अकादमी की दिशा में प्रगति हुई है, जबकि SAI और Khelo India की नीतियाँ ग्रामीण प्रतिभा को प्राथमिकता देती हैं। अतः मैं सरकार से आग्रह करता हूँ कि खजुराहो में SAI उप–केंद्र तथा पन्ना में Khelo India Centre/राष्ट्रीय खेल अकादमी की स्थापना पर तत्काल और समयबद्ध निर्णय लिया जाए, ताकि इस क्षेत्र की प्रतिभा को उचित मंच मिल सके।

(xiv) Need to expedite completion of the proposed Airport at Samithoppu, Kanniyakumari, Tamil Nadu

SHRI VIJAYAKUMAR *ALIAS* VIJAY VASANTH (KANYAKUMARI): I would like to urge the Union Government to expedite the establishment of the proposed airport at Samithoppu in Kanniyakumari district. This long-pending project is of immense importance to the people of the southernmost region of our country. Kanniyakumari is a globally renowned tourist destination, attracting millions of domestic and international visitors every year. It is also an

important centre for education, healthcare, fisheries, agriculture and renewable energy. However, the absence of an airport within the district limits continues to hinder its economic and tourism potential. An airport at Samithoppu will provide faster and more convenient connectivity, promote tourism, generate employment opportunities, attract investments and support the export of marine products, agricultural produce and other local industries. It will also greatly benefit students, businesspersons, pilgrims and patients who currently travel long distances to reach the nearest airports. The project will contribute significantly to the balanced development of southern Tamil Nadu and strengthen regional connectivity under the Government's vision of improving transport infrastructure across the country. I therefore earnestly request the Hon'ble Minister to accord priority to the proposed airport at Samithoppu, complete all necessary clearances at the earliest and ensure the speedy implementation of this long-awaited project.

(xv) Need to increase the maximum distance limit for monthly season ticket (MST) from 150 km to 250 km in Indian Railways

श्री मुरारी लाल मीना (दौसा) : वर्तमान में भारतीय रेलवे द्वारा मासिक सीजन टिकट (एमएसटी) की सुविधा अधिकतम 150 किलोमीटर तक ही उपलब्ध है। यह व्यवस्था उस समय बनाई गई थी, जब अधिकांश रेलमार्ग मीटर गेज अथवा डीजल चालित थे। आज अधिकांश रेलमार्ग ब्रॉडगेज एवं पूर्णतः विद्युतीकृत हो चुके हैं तथा ट्रेनों की गति और परिचालन क्षमता में उल्लेखनीय वृद्धि हुई है। ऐसे में एमएसटी की वर्तमान दूरी सीमा व्यावहारिक नहीं रह गई है। मेरे संसदीय क्षेत्र दौसा तथा बांदीकुई सहित आसपास के क्षेत्रों से प्रतिदिन सैकड़ों लोग दिल्ली एवं गुरुग्राम में सरकारी,

निजी एवं औद्योगिक प्रतिष्ठानों में कार्य करने हेतु रेल से यात्रा करते हैं । वर्तमान दूरी के कारण उन्हें महानगरों में किराये पर रहने के लिए विवश होना पड़ता है । यदि एमएसटी की अधिकतम दूरी 150 किलोमीटर से बढ़ाकर 250 किलोमीटर कर दी जाए, तो वे प्रतिदिन अपने गृह नगर से सुरक्षित एवं किफायती आवागमन कर सकेंगे । इससे दिल्ली-एनसीआर जैसे महानगरों पर आवासीय दबाव कम होगा । अतः यात्रियों की वर्तमान आवश्यकताओं एवं बदलती रेल अवसंरचना को ध्यान में रखते हुए मासिक सीजन टिकट (एमएसटी) की अधिकतम दूरी सीमा 150 किलोमीटर से बढ़ाकर 250 किलोमीटर करने का निर्णय शीघ्र लिया जाए, ताकि देशभर के लाखों दैनिक यात्रियों को इसका प्रत्यक्ष लाभ मिल सके ।

(xvi) Regarding reported abrupt retrenchment of employees in CorroHealth company in Kerala

SHRI SHAFI PARAMBIL (VADAKARA): I would like to draw the attention of the Government to the growing incidence of large-scale layoffs in the Information Technology (IT) sector, which has created deep insecurity among thousands of young professionals across the country. The latest reported instance is the abrupt retrenchment of around 800 employees at CorroHealth's Kochi center, causing severe hardship to the affected workers and their families. Similar layoffs by several IT companies in recent months have raised serious concerns about the absence of adequate safeguards for employees against sudden termination of employment. The IT sector has been one of India's largest contributors to economic growth, exports, and employment. However, increasing instances of mass retrenchment, often without sufficient notice, consultation, or rehabilitation measures, undermine the confidence of the workforce and adversely affect the country's skilled human capital. I urge

the Government to examine the recent layoffs, including the reported retrenchment at CorroHealth, ascertain whether all applicable labour and legal provisions have been complied with, and take appropriate action wherever violations are found. I also request the Government to evolve a comprehensive policy framework to regulate large-scale layoffs, strengthen social security, promote re-skilling and re-employment, and protect the rights and dignity of employees in the IT sector.

(xvii) Need for a special Security-cum-rehabilitation policy for border residents of Barmer-Jaisalmer along the India-Pakistan border

श्री उम्मेदा राम बेनीवाल (बाड़मेर) : मैं बाड़मेर लोकसभा क्षेत्र अंतर्गत बाड़मेर-जैसलमेर क्षेत्र के भारत–पाकिस्तान अंतरराष्ट्रीय सीमा से लगे गांवों के निवासियों की गंभीर समस्या की ओर सदन तथा सरकार का ध्यान आकर्षित करना चाहता हूँ। केंद्र सरकार 'वाइब्रेंट विलेज प्रोग्राम' के माध्यम से सीमावर्ती क्षेत्रों में आधारभूत सुविधाओं के विकास, जनसंख्या को बनाए रखने तथा पर्यटन को प्रोत्साहित करने की बात करती है, वहीं दूसरी ओर सुरक्षा संबंधी प्रतिबंधों और प्रशासनिक कार्रवाइयों के कारण वर्षों से अपनी भूमि पर निवास कर रहे अनेक परिवार विस्थापन की आशंका का सामना कर रहे हैं । ये परिवार दशकों से सीमा की सुरक्षा में अप्रत्यक्ष सहयोगी रहे हैं तथा सीमांत क्षेत्रों में भारत की उपस्थिति को सुदृढ़ बनाए रखते आए हैं । अतः मैं सरकार से आग्रह करता हूँ कि बाड़मेर–जैसलमेर के सीमावर्ती निवासियों के लिए विशेष सुरक्षा-सह-पुनर्वास नीति बनाई जाए, जिससे राष्ट्रीय सुरक्षा की आवश्यकताओं और स्थानीय नागरिकों के अधिकारों के बीच संतुलन स्थापित हो। यदि किसी कारणवश विस्थापन अपरिहार्य हो, तो प्रभावित परिवारों को सम्मानजनक पुनर्वास, उचित मुआवजा, आजीविका, शिक्षा तथा अन्य मूलभूत सुविधाएँ सुनिश्चित की जाएँ, ताकि देश के इन सजग सीमांत प्रहरियों को अपनी ही भूमि पर असुरक्षा और विस्थापन का सामना न करना पड़े।

(xviii) Need to retain Kondapalli-Motamarri Railway Section alongwith Madhira Railway station under South-Central Railway Zone

SHRI RAMASAHAYAM RAGHURAM REDDY (KHAMMAM): There is growing public opposition to the proposal of transferring the Kondapalli–Motamarri railway section, including Madhira Railway Station, from the South-Central Railway (SCR) to the newly announced South Coast Railway (SCoR) Zone. Madhira Railway Station, located in Telangana, has experienced significant development under the administration of SCR through improved connectivity, better infrastructure, punctual train operations, and increased stoppages of important passenger and express trains. The administrative control of SCR from Secunderabad has ensured efficient coordination, timely decision-making, and prompt resolution of passenger grievances. Shifting this railway section to SCoR, headquartered at Visakhapatnam, may lead to administrative delays, reduced attention to local requirements, and diversion of resources away from Telangana. Residents fear that the transfer could gradually weaken SCR's presence in the region and adversely affect train services relied upon by thousands of passengers travelling to Hyderabad, Khammam, Vijayawada, and other important destinations. In view of these concerns, it is strongly requested that the Ministry of Railways withdraw the proposed transfer and retain Madhira, Motamarri, and Errupalem Railway Stations, along with the railway line up to the territorial jurisdiction of Khammam district in Telangana, under the South-Central Railway Zone to safeguard regional interests and ensure uninterrupted, passenger-friendly

railway services.

(xix) Need to establish an AIIMS or a super speciality hospital in Sambhal district, Uttar Pradesh

श्री जिया उर रहमान (सम्भल) : मैं सरकार का ध्यान अपने लोकसभा क्षेत्र सम्भल में उन्नत स्वास्थ्य सुविधाओं के अभाव की ओर आकर्षित करना चाहता हूँ। आज भी AIIMS अथवा सुपर स्पेशियलिटी अस्पताल जैसी कोई सुविधा उपलब्ध नहीं है। गंभीर बीमारियों से पीड़ित मरीजों को उपचार के लिए दिल्ली, अलीगढ़, मुरादाबाद अथवा अन्य शहरों में जाना पड़ता है, जिससे समय, धन एवं जीवन—तीनों पर प्रतिकूल प्रभाव पड़ता है। सम्भल एवं आसपास के क्षेत्रों में हृदय रोग, कैंसर, न्यूरोलॉजी, किडनी तथा ट्रॉमा के मरीजों को विशेषज्ञ उपचार के लिए दूर-दराज़ के अस्पतालों पर निर्भर रहना पड़ता है। इससे विशेष रूप से गरीब एवं ग्रामीण परिवारों को भारी कठिनाइयों का सामना करना पड़ता है। अतः मैं सरकार से आग्रह करता हूँ कि सम्भल जनपद में AIIMS अथवा एक सुपर स्पेशियलिटी अस्पताल की स्थापना की जाए, ताकि सम्भल एवं आसपास के जनपदों के लोगों को स्थानीय स्तर पर ही गुणवत्तापूर्ण एवं सुलभ स्वास्थ्य सेवाएँ उपलब्ध हो सकें।

(xx) Need to deploy adequate staff in branches of nationalised banks in Kairana town in Shamli district and establish a branch of nationalized bank in Kiwana village in the district

सुश्री इकरा चौधरी (कैराना) : मैं अपने लोकसभा क्षेत्र कैराना के अंतर्गत जनपद शामली की एक महत्वपूर्ण जनसमस्या की ओर सरकार का ध्यान आकर्षित करना चाहती हूँ। नगर कैराना में पंजाब नेशनल बैंक, केनरा बैंक तथा भारतीय स्टेट बैंक की शाखाएँ संचालित हैं, परंतु खाताधारकों की संख्या के अनुपात में स्टाफ अत्यंत कम है। इससे ग्राहकों को लंबी प्रतीक्षा करनी पड़ती है और नकद लेन-देन, किसान ऋण, पेंशन, डीबीटी तथा अन्य सेवाएँ प्रभावित होती हैं। किसानों,

महिलाओं, वरिष्ठ नागरिकों और ग्रामीण उपभोक्ताओं को भारी असुविधा होती है । साथ ही, विकासखंड कांधला का ग्राम किवाना एक बड़ा और आर्थिक रूप से महत्वपूर्ण गाँव है, जहाँ अनेक ईंट-भट्टे संचालित हैं, फिर भी वहाँ किसी राष्ट्रीयकृत बैंक की शाखा नहीं है । ग्रामीणों, भट्ठा स्वामियों और श्रमिकों को दूरस्थ गाँवों में जाना पड़ता है । अतः अनुरोध है कि कैराना की बैंक शाखाओं में पर्याप्त अतिरिक्त स्टाफ तैनात किया जाए तथा ग्राम किवाना में राष्ट्रीयकृत बैंक की नई शाखा स्थापित की जाए ।

(xxi) Need to ensure conducting Special Intensive Revision (SIR) of electoral rolls in the country in transparent and neutral manner

PROF. SOUGATA RAY (DUM DUM): The concerns expressed by certain UN Special Rapporteurs regarding the ongoing SIR of electoral rolls in the country. The Rapporteurs have reportedly raised issues relating to the potential exclusion of eligible voters, stringent documentation requirements, lack of adequate procedural safeguards, possibility of disenfranchisement of vulnerable sections, including migrant workers, women, Scheduled Castes, Scheduled Tribes, minorities, elderly citizens and economically weaker sections. The right to vote is the cornerstone of a democratic republic and any revision of electoral rolls must be conducted in a transparent, inclusive, non-discriminatory and the constitutional guarantee of universal adult suffrage. While ensuring the accuracy and integrity of electoral rolls is an essential responsibility of the Election Commission. No eligible citizen is deprived of the opportunity to exercise the franchise due to procedural or administrative shortcomings. I, urge the Government to take note of the concerns raised, engage constructively with all stakeholders, and ensure that the electoral roll

revision process is carried out with maximum transparency, adequate public awareness, sufficient time for compliance, accessible grievance redressal mechanisms, and effective safeguards against wrongful exclusion.

(xxii) Need to sanction and expedite the detailed project report for Tiruchirapalli metro in Tamil Nadu

SHRI ARUN NEHRU (PERAMBALUR): Tamil Nadu is India's most industrialized state, accounting for 10.6% of the country's urban population. Despite this rapid urbanization, the state currently has only one operational Metro system. It is imperative that Tier-II cities receive immediate modern infrastructure upgrades. Tiruchirappalli (Trichy) is a critical industrial and educational hub, housing premier institutions, an international airport, and major heavy fabrication units. To manage urban density, where existing roads cannot accommodate future population growth, a modern transit system is essential. Furthermore, an infrastructure push is urgently needed to attract tech companies and generate employment. The public demand is overwhelmingly positive for a Metro network connecting rural peripheries to the city center, ensuring seamless access to colleges, hospitals, and government offices. A Detailed Feasibility Report (DFR) for the Trichy Metro, estimated at ₹10,917 crore, was submitted in August 2023. However, the detailed project report (DPR) remains stalled as priorities have been shifted elsewhere. Therefore, I strongly urge the Union Government, specifically the Ministry of Housing and Urban Affairs, to intervene, coordinate with the State Government, and urgently sanction and expedite the DPR for the Trichy Metro.

Tamil Nadu deserves equitable infrastructure distribution to sustain its rapid economic and urban growth.

(xxiii) Need to establish Jawahar Navodaya Vidyalaya in Bapatla Parliamentary Constituency, Andhra Pradesh

SHRI KRISHNA PRASAD TENNETI (BAPATLA): I wish to draw the attention of the Government to the need for establishing a Jawahar Navodaya Vidyalaya (JNV) in Bapatla Parliamentary Constituency, Andhra Pradesh. Jawahar Navodaya Vidyalayas were established with the vision of providing quality residential education to talented children from rural and remote areas, irrespective of their socio-economic background. However, despite this objective, Bapatla—a predominantly rural constituency—still does not have a JNV. The absence of a JNV has limited access to quality education for meritorious students from the constituency, many of whom come from economically and socially disadvantaged families. Around 82% of Bapatla's population lives in rural areas, and nearly 3.59 lakh Scheduled Caste residents constitute about 22% of the population. Establishing a JNV would help bridge learning gaps, provide access to better educational opportunities, and support the implementation of the National Education Policy (NEP) 2020 by strengthening quality education in underserved regions. Since Bapatla district is not sanctioned with a JNV, I therefore request the Government to approve the establishment of a Jawahar Navodaya Vidyalaya in my constituency at the earliest so that deserving students from the region can benefit from quality residential education and equal learning opportunities.

(xxiv) Need to prepare a comprehensive river front development and flood mitigation master plan for the Maval and Karjat region of Maharashtra

श्री श्रीरंग आप्पा चंदू बारणे (मावल) : मेरे संसदीय क्षेत्र मावल एवं कर्जत क्षेत्र पश्चिमी घाट के अत्यधिक वर्षा वाले क्षेत्रों में स्थित हैं। प्रत्येक वर्ष वर्षा ऋतु में अत्यधिक वर्षा होने से इंद्रायणी, पवना, आंद्रा, उल्हास तथा अन्य नदियाँ उफान पर आ जाती हैं। कई बार भारतीय मौसम विभाग (IMD) की पूर्व चेतावनी स्थानीय स्तर पर समय पर उपलब्ध नहीं हो पाती, या पूर्व अनुमान गलत साबित होता है जिससे स्थानीय निवासियों और प्रशासन को प्रभावी तैयारी का अवसर नहीं मिलता। परिणामस्वरूप हर वर्ष बाढ़ से बड़े पैमाने पर जन-धन, कृषि, सड़क, पुल एवं अन्य सार्वजनिक परिसंपत्तियों को भारी नुकसान उठाना पड़ता है। अतः मैं केंद्र सरकार से आग्रह करता हूँ कि मावल एवं कर्जत की सभी नदियों के लिए समग्र रिवर फ्रंट डेवलपमेंट एवं फ्लड मिटिगेशन मास्टर प्लान तैयार किया जाए। इसके अंतर्गत नदी तट सुदृढ़ीकरण, डी-सिल्टिंग, बाढ़ नियंत्रण संरचनाओं का निर्माण तथा आधुनिक अर्ली वार्निंग सिस्टम विकसित किया जाए। साथ ही, इस परियोजना को राष्ट्रीय महत्व की योजना के रूप में स्वीकृति देकर विशेष केंद्रीय पैकेज के अंतर्गत पर्याप्त वित्तीय सहायता उपलब्ध कराई जाए, जिससे क्षेत्र को प्रतिवर्ष आने वाली बाढ़ एवं प्राकृतिक आपदाओं से स्थायी राहत मिल सके तथा पर्यावरण संरक्षण, पर्यटन और स्थानीय विकास को भी बढ़ावा प्राप्त हो।

(xxv) Need to resolve the India-Nepal border issue in West Champaran district, Bihar

श्री सुनील कुमार (वाल्मीकि नगर) : भारत–नेपाल सीमा पर बिहार के पश्चिम चम्पारण जिले के बाल्मीकि नगर संसदीय क्षेत्र अंतर्गत स्थित सुस्ता क्षेत्र में सीमा विवाद के कारण समय-समय पर तनाव की स्थिति उत्पन्न होती रही है। नदी की धारा का बहाव बदलने के साथ ही नेपाल द्वारा भारत की भूमि पर अवैध कब्जा होता जा रहा है। नेपाल द्वारा भारत की सीमा में हैंगिग ब्रिज, सड़क

निर्माण व बिजली की व्यवस्था के साथ वहाँ गाँव बसा देने से भारत की जमीन अतिक्रमित होती जा रही है जबकि भारत के कब्जे वाली भूमि पर जलजमाव के साथ सड़क व बिजली सहित अन्य आधारभूत संरचनाओं की नगण्यता के कारण भारत के नागरिक वहाँ वास नहीं कर रहे जिसकारण नेपाली कब्जे का प्रतिरोध नहीं होता है। इसलिए भारत की ओर से भी अपनी सीमा में बुनियादी सुविधाएँ उपलब्ध कराने की जरूरत है। भारत नेपाल सीमा पर सुस्ता में कोई ठोस सीमांकन नहीं होने के कारण नेपाल द्वारा आये दिन आपत्तिजनक गतिविधियां होने से वहाँ विधि व्यवस्था की समस्या बनी रहती है। अंतर्राष्ट्रीय सीमा की सुरक्षा को देखते हुए यह काफी संवेदनशील समस्या है जिसे सरकार को गंभीरता से लेने की जरूरत है। इस विवाद के समाधान हेतु नेपाल सरकार के साथ उच्च स्तरीय बातचीत की आवश्यकता है।

(xxvi) Need to restore glorious account of Chhatrapati Shivaji Maharaj in ICSE, State Education Boards, NCERT and CBSE text books

SHRI NILESH DNYANDEV LANKE (AHMEDNAGAR): There is an intense anger and discontentment in Maharashtra due to the extremely inadequate coverage of Chhatrapati Shivaji Maharaj's history in the curriculum prescribed by ICSE, State Education Boards, NCERT and CBSE. A policy decision was adopted by the legislature during the tenure of the then Chief Minister of Maharashtra in 1991, mandating that the history of Chhatrapati Shivaji Maharaj would never be excluded; that decision is now being violated. It is deeply distressing that in CBSE/NCERT textbooks ranging from Class 4 to Class 12, Chhatrapati Shivaji Maharaj is mentioned in merely 68 words—a fact that deprives future generations of knowledge regarding the glorious deeds of the Maharaj. Furthermore, the history and graph regarding the expansion of the Maratha Empire in the NCERT Class 8 textbook is also excluded. I humbly

request the Union Education Minister to look into this serious matter immediately and ensure that a detailed, objective, and glorious account of Chhatrapati Shivaji Maharaj is reinstated in the history textbooks with due honour, and thereby uphold the dignity of Maharashtra's identity.

(xxvii) Need to sanction Kollengode-Thrissur railway line project in Kerala along with adequate allocation of funds for its timely implementation

SHRI K. RADHAKRISHNAN (ALATHUR): The long-pending demand for the construction of the Kollengode–Thrissur new railway line (Pollachi–Thrissur Chord Line) in Kerala. Of the proposed 89 km railway line, the crucial 54 km stretch between Kollengode and Thrissur remains incomplete. Its completion will reduce the travel distance between Central Kerala and Western Tamil Nadu from 105 km to 53 km, benefiting more than 10 lakh people across 25 village panchayats in the Alathur Parliamentary Constituency and nearby areas. The project will bypass the congested Shoranur and Palakkad junctions, enabling faster passenger and freight movement between Coimbatore, Podanur, Thrissur, and Kochi. It will strengthen cargo connectivity from the industrial centres of Western Tamil Nadu and Tuticorin Port to the Vallarpadam International Container Transshipment Terminal. The railway line will also improve access to important tourist destinations such as Nelliampathy, Pothundi, and Mangalam Dam, promoting tourism, rural development, and employment generation. Furthermore, it will serve as a major pilgrimage corridor connecting Palani, Madurai, and Rameswaram with Thrissur and

Guruvayur. Since surveys have already been completed by Southern Railway, I urge the Government to sanction this vital project and allocate adequate funds for its early implementation without further delay.

(xxviii) Need to put in place a standard operating procedure for nationwide rollout of virtual autopsy technology in the country

DR. M. P. ABDUSSAMAD SAMADANI (PONNANI): I would like to draw the attention of the Government to a vital forensic advancement: Virtual Autopsy. Traditional post-mortems cause immense emotional distress to grieving families and pose biological hazards to medical professionals. Virtual autopsy utilizes non-invasive CT scans and MRIs, respecting the deceased's dignity while providing permanent, tamper-proof digital evidence. A pioneering framework already exists at AIIMS New Delhi, where South Asia's first Advanced Research Centre serves as a national nodal hub processing non-invasive post-mortems. Crucially, Kerala Government has launched a proactive initiative by integrating digital imaging into state medical colleges to modernize regional forensic infrastructure. However, localized initiatives are no longer enough; the time has come for a mandatory nationwide rollout of this technology across all state capitals and district hospitals. To scale these efforts effectively, the Ministry of Health and Family Welfare must establish a national standard operating procedure (SOP). This SOP will standardize operations, from initial scanning in radiolucent bags to final triaging. If the cause of death is clear via 3D imaging, the body can be immediately released. I urge the Ministry to implement this SOP, allocate dedicated central funds, and ensure a

countrywide rollout of this dignity-restoring technology.

(xxix) Need to take comprehensive measures to stabilize Civil Registration System (CRS) portal for smooth registration of Birth and Death Certificates

SHRI VISHALDADA PRAKASHBAPU PATIL (SANGLI): I wish to draw the attention of the Government to the persistent non-functionality and technical glitches in the Civil Registration System (CRS) portal, which is disrupting the registration of birth and death certificates. Recently, repeated system failures, login issues, and backend processing delays have resulted in the non-issuance or prolonged pendency of certificates. As birth certificates are essential for school admissions, scholarships, and identity documentation, and death certificates are critical for succession, insurance, and welfare claims, these disruptions are causing significant hardship to citizens. The absence of reliable offline alternatives and weak grievance redressal mechanisms has further aggravated the situation, particularly in rural and semi-urban areas where digital access remains limited. This has led to administrative bottlenecks at local bodies and undue delays in delivery of essential public services. I urge the Hon'ble Minister of Home Affairs to undertake an immediate technical audit and stabilisation of the CRS portal infrastructure, provide for updated manual registration mechanisms at district and municipal levels, ensure time-bound clearance of pending applications through special drives and establish a dedicated and accessible grievance redressal system for affected citizens.

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माननीय सभापति : प्लीज आप सभी लोग बैठिए।

… (व्यवधान)

माननीय सभापति : सभा की कार्यवाही कल शुक्रवार, दिनांक 24 जुलाई, 2026 को प्रातः ग्यारह बजे तक के लिए स्थगित की जाती है।

14.05 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Friday, July 24, 2026/ Sravana 2,1948 (Saka).

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ANNEXURE-I

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